Communications respecting Advertisements. Sub-scriptions, Printing, Binding, Sec. should be addressed Dater Parss only, and special business matters

Advertisements and Subscriptions which are not irdered for a fixed period will be continued until

sent tolers 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address Parss. A.H.C. Code.
P.D. Row 20. Telephone No. 12.

NEW ADVERTISEMENTS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

N Interim Bonus of Twenty per cent.

Warrants will be issued on the 30th instant.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Farthest North, by Nansen, 2 vels. 2.50 THE BRITISH MERCANTILE

1897, by Kempo 4.25 Muuro and Jameson, Pocket Book: Elec-

upon Contributions for the year 1896

N. J. EDE,

the sister extra copies of DATLY PRESS should

COED MEDALS, PARTS, 1871, 1889. Of Highest Quality and having theatest Durability are therefore NUMBERS FOR USE BY BANKAUS Barrel Pens, 225, 220, 262, Silp Pens, 332, 900, 287, 166,

In Fine, M. dium, and Broad Points. THE NEW TURNED UP POINT, 1042

SHIPPING.

ARRIVALS.

Apr. 14 ARTARE MARU, Japanese str., 1,886, S. Asai, Kuchinotzu 9th April, Coal,—

Apr. 14, WHAMPON, British steamer, 1,219, J.

Apr. 15, TRIUMPH, German str., 675, A. Rike,

Vaughan, Chinkiang Srd April, General.

Butterfield & Swire.

MITSUI BUSSAN KATSHA!

PRICE \$21 PER MONTH

No. 12,219.

has been declared.

By Order of the Board.

Hongkong, 16th April, 1897.

MABINE, by Blacks cro

THE ENGINEER'S YEAR BOOK,

Trooper Peter Halket of Mashonaland,

THE NAVY AND THE NATION,

Modern Science and Modern Thought,

by Laing Human Origin, by Laing

Human Origin, by Laing NANSEN'S LIFE 1861—1893

BRITISH INDIA, by Frazer

Riding on the Flut and Across Country,

Lawson's Picturesque Scotland, fine illus. 15.00

Lost Countess, Falks, by Savage ... 1.20

QUEEN'S ROAD, Under HONGRONG HOTEL. [24]

CANADIAN PACIFIC RAILWAY

FOR PACIFIC COAST, CANADA, AND

THE UNITED STATES.

"HUPEH"

will be despatched on or about SATURDAY

the 24th April (instead of Thursday, the 29th

April, as previously advertised), for VIC-TORIA and VANCOUVER, B.C., vin KOBE

Through Bills of Lading issued to Japan,

Pacific Coast, Canadian and United States

For Particulars as to Rates, &c., apply to

AUSTRIAN LLOYD'S STEAM NAVI

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,

NANG, AND SINGAPORE.

WAH, HODEDDA, ADEN, KURRA-

CHEE, BOMBAY, COLOMBO, PE-

"GISELA"

having arrived, Consignees of Cargo are hereby

informed that their goods are being landed at

and Kowloon Wharf and Godown Co., Limited.

From Calcutta, ex. s.s. Aglaia, transhipped

From Trieste, ex s.s. Imperatrix, transhipped

From Venico, ex s.e. Massimilia no, tran

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the undersigned before Noon on the

Goods remaining in the Godowns after the 22nd

KELLY & WALSH.

NEW BOOKS.

Years in India-from Subaltern to

Commander in-Chief, 2 yols, with

unreative of the voyage and explora-tion of the Even 1893-96 and the

fifteen months sledge expedition by

Dr. Nanson and Lieut, Johansen, 2

of the Chinese Empire

Phil May's Sketch Book ... 1.50

Graham's Rod Scour

Rhoscomyl's For the Red Rose of Arno 1.25
Barton's In the Day of Adversity 1.25
Cantlie's Accidental Injuries 0.90

Report on the Hevenue and Expenditure

The Encyclopædia of Sport, to be com-

Wright's Adventures of War Artist in

Round the World-From London Bridge

interest in the world ...

Sportfolio-portraits and biographies of

Pastime What to do in 101 Emergencies

Soldier's Song Book

berees and beroines of Sport and

KELLY & WALSH, LTD.

DRAPER, MILLINER, DRESS AND MANTLE

28, QUEEN'S ROAD CENTRAL.

LATEST NOVELTIES

LONDON and PARIS.

WEE SANG & CO.,

COAL MERCHANTS,

hove always on hand

LARGE STOCKS OF EVERY DESCRIP-

Address:--Care of Mesers. Kwong Bang & Co

No. 10 PRAYA

ORTLAND CEMENT

J. B. WHITE & BROS.

Hongkong, 11th April, 1883.

SOLD AGENTS FOR CHINA,

HOLLIDAY, WISE & CO.

TION OF COAL.

Hongkong, 3rd September, 1896.

TOCKHAUSEN

to Charing Cross via Yokohama and

Chicago-an album of pictures from

photographs of the chief places of

Lord Robert's Reminiscences - Forty-one

Nanson's." Farthest North." being the

SANDER & CO.,

· Agents.

22nd inst, or they will not be recognised.

instant will be subject to rent.

Bills of Lading will be countersigned by

Hongkong, 14th April, 1897.

Portraits and Maps ...-

Corelli's Ziska

Sudan, 1896...

Round the Coast

Round London

shipped at Trieste.
From Venice, ox s.s. Carlotta, transhipped

whence delivery may be obtained.

This vessel brings on Cargo :--

GATION COMPANY.

Hongkong, 15th April, 1897.

D. E. BROWN.

General Agent.

COMPANY

by Schreiner ...

ZISKA, by Corelli

trical Rules and Tables -

by Clarke and Hursfield

HE British Steamship

and YOKO AMA.

THE Steamship

號九十一百二千二萬臺第

日五十月三年三十二諸光

INTIMATIONS.

BANK HOLIDAYS.

N accordance with Ordinance No. 6 of 1875, the Undermentioned Banks will be

CLOSED for the Transaction of Public Business TO-DAY (FRIDAY), the 16th

inst. (GOOD FRIDAY), and on MONDAY

For the CHARTERED BANKS OF INDIA,

For the Hongkong & Shandhai Banking

For the NATIONAL BANK OF CHINA

For the MERCANTILE BANK OF INDIA,

Hougkong Agency. F. AUGUSTIN.

For the BANK OF CHINA & JAPAN, LIMITED

For the YOKOHAMA SPECIE BANK, LIMITED.

INSURANCE HOLIDAYS.

MIHE Undermentioned Insurance Offices will

be CLOSED for the Transaction of

Public Business TO-DAY (FRIDAY)

the 16th inst. (GOOD FRIDAY', and on

MONDAY, the 19th idem (EASTER MON-

JARDINE, MATHESON & CO.,

CANTON INSURANCE OFFICE, LD.

General Managers, Hongkong Fire Insurance Co., Ld.

Union Insurance Society of Can-

NORTH CHINA INSURANCE CO., LD.

CHINA TRADEES! INSURANCE Co.,

YANGTSZE INSURANCE ASSOCIATION,

Hongkong, 12th April, 1897.

General Agents,

TON. LD.

W. H. PERCIVAL,

SHEWAN, TOMES & CO.,

N. J. EDE.

Secretary,

W. H. RAY,

Secretary,

LD.

Agents,

Secretary.

Manager,

NAO NABEK'RA.

For the BANQUE DE L'INDO-CHINE.

T. H. WHITEHEAD,

Manager, Hongkong.

Chief Manager.

ANTHONY BABINGTON

JOHN THURBURN,

Manager.

CHANTREY INCHBALD.

Manager.

Agent.

for Chief Managor.

Manager, Hongkong.

the 19th inst. (EASTER MONDAY):-

Australia, and China,

CORPORATION, T. JACKSON,

HONGKONG, FRIDAY, APRIL 16 b., 1897.

ESTABLISHED 1857.

五拜禮 說六十月四年七十九百八千壹英洛本

INTEMATIONS EVERY FACILITY
IN CONNECTION WITH LIFE ASSURANCE Business is Apponded by

THE STANDARD LIFE OFFICE. ONE of the oldest and wealthiest of the British Offices. Forms of proposal and every information may e obtained from.

DODWELL, CARTALL & Co., Hongkong, 16th November, 137 [3-1528 87]

OB. BE JOYFUL!

MIGRANINE

"LION BRAND

(ANTIPYRIN-CAFFEINE CITRATE.)

(I) Excellent results in the SEVEREST CASE

OF MIGRATNINE, as well as in HEADACHE

ARISING FROM ALCOHOLIC, MICOTINE, ANI

MORPHIA POISONING, NEURASTHENIA, IN

(2) The BEST ANTIPYRETIC, even in threat

Use only Dr. OVERLACH'S MI

The best medium dose for adults is 17 grains

Sole Manufacturers :

FARBWERKE VORM. MEISTER

gratis at request to Medical men.

AMERICAN TAILORS.

Public that we have OPENED a

TAILORING BUSINESS

AT No. 5, D'AGUILAR STREET.

Materials kept on hand. PERFECT FIT

GUARANTEED. A Trial is respectfully

HOTELS.

H. MALIN & CO.

GRAININE, "Lion Brand," and always

prescribe "MIGRAININE HOECHST."

ened collapse, because the caffeine of Migrain-

ineacts simultaneously as an ANALEPTIC.

FLUENZA, GRIPPE, &C.

The BEER that made Milwankee famous has come to Hougkong to stay. DRINK SCHLITZ BEER AND YOU WILL DEINK NO OTHER.

SPECIAL NOTICE Sole Agents for Hongkong : WATKINS & CO., 60, Quoen's Road Central. DR. KNORR'S DR. OVERLACH'S

ANTIPYRINE Patented "LION BRAND."

In Powder and Crystals, also in Drops of Sgrains easily soluble in Water, Wine, etc. FEVER, RHEUMATIC & NEURALGIC AFFECTIONS. NERVOUS AFFECTIONS.

(REGISTERED TRADE MARK.) SOLUBLE CASEIN SILVER PRE-PARATION. Used in Gonorrhoed in 1 to 2 per cont. solu- given once or twice daily in powder or in

ARGONIN.

itons possesses similar bactericida action to solution. islyer nitrate, but is distinguished by complete absence of irritating properties. It is requested that the directions on the LUCIUS & BRUNING, HOECHST o. M. boxes for making solutions shall be implicitly. Literature of the above Preparations supplied

CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China. BEWARE OF SPURIOUS IMITATIONS!

THE PUNJOM MINING COMPANY, NA/E, the Undersigned, beg to notify the

vened for Thursday, the 15th day of April, 1897, at 11 o'clock in the Porencon, has been ABANDONED and that in lieu thereof a All Orders executed by experienced EURO-PEAN WORKMEN, and none but the best GENERAL MEETING of the SHARE-HORDERS of the Company will held at the COMPANY'S OFFICE, No. 9, Praya Central, on TUESDAY, the 20th day of April, 1897, at 11 o'clock in the Forencon, when the opinion of the Shareholders present will be sought as to the raising of additional Capital or the recon-struction of the Company. By Order of the Board of Directors,

JAMES B DUNCAN Secretary. Hong long, 12th April, 1897. JAPAN FINE AUT CURIOS

Kuhn*& Komor, HONGKONG; YOKOHAMA; KOBE.

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED CANVAS LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO., Have been Shippers to CHIMA for nearly 75 years. Their Brands are favorably known all 28951 Sole Agents.

> AUCTIONS PUBLIC AUCTION VALUABLE and USEFUL HOUSEHOLD FURNITURE, FINE SPORTING

> GUNS, &c. VILLE Undersigned has received instructions to Sell by PUBLIC AUCTION TO-MORROW. (SATURDAY), the 17th April, 1897,

Commonding at 2.30 P.M., at his Sales Rooms, Duddell Street, (for Sundry Accounts.) A large quantity of VALUABLE and USEFUL HOUSEHOLD FURNITURE and EFFECTS.

Comprising:—
TAPESTRY COVERED DEAWING-ROOM GUITE, OVERMANTLES, and Sundry DRAWING-ROOM FURNITURE, a fine let of IVORY CARVINGS, ORNA-MENTS, CARPETS, CURTAINS, &c. FINELY CARVED CANTON BLACK WOODCURIO STANDS, LADIES'DESE MARBLETOP TABLES and STOOLS LOW TABLES and EASELS, SIDE BOARD with BEVELLED GLASS DINNER WAGGONS, DINING PABLES and CHAIRS, ELECTRO-PLATE, GLASS-WARE, CUPLERY, DINNER and DES-SERT SERVICES.

One Case containing full set of FINE ELECTRO-PLATE and CUTLERY. Several FINE SPORTING GUNS and RIFLES. IRON and BRASS-MOUNTED BED-STEADS MARBLETOP WASHSTANDS and DRESSING TABLES, WARDROBES with BEVELLED GLASS DOORS an PLAIN, and sundry BED-ROOM FURNI-TURE, PANTRY and PATH-ROOM RE-

One ENGLISH SAFETY BICYCLE, One AMERICAN BICYCLE, with Lamp

On View on day of Sale Terms of Sale :—As Customary. GEO. P. LAMMERT, Auctioneer.

POSTPONE MENT. PUBLIC AUCTION.

to Sell by PUBLIC AUCTION TO-MORROW (SATULDAY,)

the 17th day of April, 1897, at 3 P.M. at the Premises All that PIECE or PARCEL of GROUND situate at Viorogra, in the Colony of Hongkong, registered in the Land Office as The Remaining Portion of Section C of Inland Lot No. 113, together with the Messueges to Canton. thereon known as Nos. 50 and 52, Graham For Term For Further Particulars and Conditions of

WILKINSON & GRIST. Solicitors for the Vendor,

J. M. ARMSTRONG. --- Anctioneer. INTIMATIONS

NIAPIER JOHNSTONE'S

QUARE BOTTLE WHISKY The sale of this good Scotch increases month y month; it is of Superb Quality and of CUTLER, PALMER & CO.'s SELECTION. Sole Agents for it-

Pakhoi 11th April, and Hollow 13th, General.—Jensen & Co. Apr. 15, Sulling & German str., 782, Jessen, Canton 15th Apr., Ballast.—Siemasen & Co. LANE, CRAWFORD & Co., Hongkong. Apr. 15, Kwongsang, British str., 989, W. S. Stalker, Tientsin 9th April, General - JAR. And Sip, Quaff, and Drink the Delicious Brow of the DINE, MATHEBON & Co.

Apr. 15, Oolong, British str., 2,308, R. Conradi, Nagasaki 10th April, General.—Hollidar, Wise & Co. Apr. 15, Hongkong, French str., 737, Hansen, Halphong 12th April, and Hollow 14th,

General .-- A. R. MARTY. CLEARANCES. AT THE HARBOUR MASTER'S OFFICE

15TH APRIL Haitan, British str., for Swatow. Hailan, French str., for Hoihow. Teinan, British str., for Port Darwin. Cosmopolit, Garman str., for Touron.

Wingiang, British str., for Shanghai.

Idzumi Maru, Jap. str., for Singapore.

Elizabeth Rickmers, German str., for Shanghai. Sakata Maru, Jap. str., for Shanghai. Toyo Marie Jap. str., for Saigon. Sullberg, German str., for Chefco. Germania, British str., for Saigon. Oslo, Norwegian str., for Tientsin. Kutsang, British str., for Singapore.

DEPARTURES. Apr. 15, FREJR, Danish str., for Haiphong. Apr. 15, KWEILIN, British str., for Canton. Apr. 15, HAILOONG, British str., for Swatow. Apr. 15. WHAMPOA, British str., for Canton. Apr. 15, Briconshire, Britishstr., for London. Apr. 15, ELIZ. RICKMERS, Ger. str., for Shai. Apr. 15, IDZUMI MARU, Jap. str., for Singapore

Glaro Babuyan, British bark, for Taiwanfoo.

PASSENGERS. DEPARTED. Per Hailoong, str., for Swatow-Mr. Li Ming Hing. For Amoy-Mr. and Mrs. Gedge. TO DEPART. -Per Haitan, str., for Swatow-Mr. Wong Ka

Sui. For Foochow-Mr. Regogley, VISITORS AT HOTELS. Honokond Hotel. Mr. & Mrs. R. H. Miss E. A. Howe Mr. Kerfoot Hugher

Mr. Manuel B. Asensi Mr. M. P. C. Jannet Mr. & Mrs. Jaseph Miss Barritt Mr. A. Joshua Mr. Alb. Becker Mr. Norman E. Borden Mrs. Kobler Miss N. J. Borden Consul Max Kutschere Miss C. S. Brayton Mr. Leon A. Levy Vice Admiral Sir Alexan Mrs. J. H. Lindsay der Buller, K.C.B. Mr. J. M. Littiehale Mr. B. Maw Lidy Buller and maid Mr. F. Mesa Miss Mary A. Osgood Mr. W. Parliti Mr. W. J. Canter Mr. J. E. Champernowne Mr. Alfred Peabody

br. & Mrs. Henry W. Peobody Mr. Emil Daub Mr. S. Ripaldo Mrs. J. Douglas Mrs. Rodger Miss Rodger Miss Drum Mr. W. A. Duff Miss Rogers Mr. J. B. Duncan Mr. G. F. V. Bogers Mr. Geo. C. Ellis Mr. A. Sinclair Mr. T. J. Eldridge Miss Leslie Smith. Mr. H. K. C. Fisher Mrs. J. Tremains Smith Dr. J. B. Fowler Mr. Osvald D. Thomson Mrs. John Gibson Mr. Edward Tritton Capt. F. D. Goddard Mr. C. Walker Mr. A. H. Gould Dr. L. M. F. Grant

Miss Greene

Mr. C. Harris

Mr. & Mrs. Fiske Warren Miss Richel Warren Mrs. Wm. Whiley Mr. John Gray Miss Whiley. Major & Mrs. P. B. Mr. & Mrs. Woodley and Mr. R. J. Woods Mr. R. R. Heap, Jr. Mr. N. Woog Mrs. Lucian Young Mr. S. Hebden Mr. Henry Hewitt, Jr. Mr. T. Howard

MOUNT AUSTIN HOTEL. Mr. E. F. MacKay Mr. & Mrs.-Berg Mr. & Mrs. A. H. Botten- Mr. & Mrs. J. W. Norton Kysbe Mr. A. P. MacEwen Mr. H. F. Meyerink Mr. R. M. Moses Mr. Hart Buck Mr. G. J. Chapman Mr. Charles Cohen Mr. Newman Mumford Mr. Coughtrie Col. Elsdale, R.E. Mr. A. Van Nierop Mr. E. Osborne Surreon-Col. Evatt Mr. H. E. Pollock Mr. N. G. Evans Mr. G Sierich Col. Georges Mr. D. Gillies Mr. H. C. Sparrow Mr. D. Gumes
Mr. David Gubbay
Mr. Capt. A. Tillett
Staff Surgeon and Mrs. Capt. A. Tillett
Mr. & Mrs. Ware Mr. Otto Struckmeyer

Mr. W. S. Harrison Mr. G. H. Whieeler Mr. & Mrs. Kirch & child VESSELS IN DOCK. ABERDUAN DOCKS .- Falkenburg. KOWLOON DOCKS.—Kaipan, Carrier Dove, H.M.S. Rattler, Kwong Fung, Chw'nshan, U.S.S. Boston.

CORNOPOLITAN DOOK.-Belgic, China. TO-DAY. Rifle Association Meeting.

TO-MORROW.

Public Auction Household Furniture, &c., Mr. G. P. Lammert, 2.30 p.m. Auction leasehold property, at the premises, Mr. J. M. Armstrong, Sp.m.

TYONGKONG HIGH-LEVEL TRAM East, beautifully Situated on the Healthiest HE WAYS COMPANY, LIMITED. TIME TABLE.

> WEEK DAYS. 7.30 a.m. to 10.80 s.m. ... Every quarter of an hour 11.30 a.m. to 12.30 p.m. ... Every half hour. 12.30 p.m. to 2.30 p.m. ... Every quarter of an hour. 8.30 p.m. to 8.00 p.m. ... Every quarter of an hour. Night cara at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. 8.45 a.m. to 10.15 a.m. Every haif hour. 10.30 n.m. and 10.40 a.m.

Noon to 2 p.m. Every quarter of an hour 2 p.m. to 8 p.m. Every quarter of an hour Night cars at 8.45 p.m. and 3 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour. SPECIAL CARS by arrangement at the Company's Office, 28 & 40, Queen's Road Central TOTEN DESTRUCTION OF SPECIAL CARS.

TOHN D. HUMPHREYS & SOM, General Managers.

Hongkong, Ist April, 1896. TO SHIPMASTERS.

INQUIRE where your FRESH WATER is obtained by the Weter Boats, as FOUL WATER is the cause of much Sickness on board We are the ONLY WATER BOAT COMPANY. in Honorona EXCLUSIVELY supplying FILTERED WATER. CALL FLAG W.

J. W. KEW & CO., STEAM WATER BOAT COMPANY. Hongkong, 9lit October, 1895

1897: 1897. NOW READY.

MAIL TABLES.

English Moils, homeward and outward French German

Canadian Parcel Post Calendar for 1897. That is, more information than is given on

one printed in London for which lifty conts is EST oppointed HOTEL in JAPAN is charged. The price of the locally printed the above and for which no Passport is correct card is 20 cents on paper, 30 cents on [898 | cardboard. Supplied only for cash.

JUST- RECEIVED FIRST SHIPMENT

BROMO SELTZER. BROMO

First introduced into Honogons by FLETCHER & Co. Have just opened a new Consignment of this famous Headache Cure.

> FLETCHER & CO. THE PHIEMACY, 23, QUEEN'S ROAD CENTRAL, and CARMICHAEL & CO., LD.

LANE, CRAWFORD & CO.

SHOES.

BUCKSKIN AND CANVAS TENNIS SHOES. NOVELTIES IN COTTON TIES (for Summer Wear). LADIES' and GENTLEMEN'S DRESSING BAGS, KIT BAGS.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, UNITED ASBESTOS COMPANY, LD., LONDON, Pioneers of the Ashestos Trade. Contractors to H.M. Government, and the Principal English, Indian, Colonial, and Foreign Railways, including the Imperial Railways of Japan.

MANUFACRURERS OF The Best Qua ties of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunbont, TOTICE is hereby given that the Extra-Torpedo-boat, and Transport in H. M. Service. "SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, SHAREHOLDER's of the above Company, con-&c. IN TWO QUALITIES.

Per Case of 1 doz, qts.

CUTLER. PALMER & CO.

over the World.



Al QUALITY COGNAC,

Distinguished by 4 STARS on the label.

Price \$19,00 per l dozen bottles.

SUPERIOR OLD COGNAC

Distinguished by 3 STARS on the label

Price \$17.75 per 1 dozen bottles.

VERY GOOD COGNAC.

Price \$1400 per 1 dozen bettles.

"PALL MALL" WHISKY

Eleven years old, very fine quality. Euch bottle bears an analyst's certificate. The quality is guaranteed.

Price \$16.75 per 1 dozen bottles.

Well-matured HIGHLAND MALT

-WHISKY,

Blended by CUTLER, PALMER & Co. Moderate

in price, excellent in quality, Price 314.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL

DLEND SCOTCH WHISKY,

in Patented Bottles.

Price \$9.00 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH

WHISKY,

Moderately priced, good quality. Price \$8.00 per I dozen buttles.

INVALIDS CHAMPAGNE.

Somewhat younger than the above. Distinguished by 2-STARS on the label.-

YUEN-WO

Telephone No. 135

SUEZ, JEDDAH, SUAKIM, MASSA' 821] LESSONS IN FRENCH. TEW and EASY METHOD of LEARN-ING FRENCH in a Few Months. ING FRENCH in a Few Months, mainly by Conversation, by a Frenchman. Fees very moderate:

B. A., Care of Office of this Paper. their risk into the Godowns of the Hongkong

CHAPTER, VICTORIA

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon precisely. Visiting Companions are cordially invited to attend.

Hongkong, 14th April, 1897. FOR SALE.

From Honokong to Wuchowfu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.

MR. H. RUTTONJEE has much pleasure in informing his numerous Patrons in Kowloov and Hunghom, that he intends to open, from 1ST MAY NEXT, A BRANCH STORE at Nos. 19 & 20, ELGIN ROAD, TSIMSHATSUL He hopes, by attention to the Orders of his

Customers, to merit their continued support. Hongkong, 15th April, 1897...

and then you'll assure your life-but when that little while is over accident or sickness may have rendered you unassurable.

If you should die to-night, what legacy will you leave to your family? Many good Companies but only

THE EQUITABLE U.S.

SHEWAN TOMES & CO., General Agents,

MARBOLINEUM-AVENARIUS USED FOR 16 YEARS.

Sole Agents for China, SCHEELE & CO Hongkong, 25th January, 1892.

RDERS can be Booked and Rates Supplied on Application to the Undersigned for :-THAR SQUARMS, PLANES, SCANTLINGS, AND TEAR SHINGLES. GIBB, LIVINGSTON & CO.

Hongkong, 17th July, 1895.

Agents-SIEMSSEN & Co., Honokong.



SPARKLING MINERAL TABLE WATER MANUFACTURED FROM

Opinions of the Press :- "It is gratifying in these days of Typhoid to come across a really pure and palatable Pable Water. 'Aquarina' is such and curiously enough hails from the Shiny, its birthplace being Shanghai. We have tried it ourselves, with Whisky and found it admirable."—Sporting Times, London, 3rd August, 1895. "The latest thing in Mineral Waters that we have happened upon is 'Aguarius.' We have tried it plain and tried it with Whisky, and have

Telephone No. 15.

THE VICTORIA DISPENSARY

> DAKIN'S SINGLE SEIDLITZ. A most agreeable and effective effervescing APERIENT.

DAKIN'S IODISED SARSAPARILLA. PLANED, TONGUED, AND GROOVED TEAR A safe and reliable remedy for Eikin Diseases, and affections arising from Impurity of Blood.

Hongkong, 9th April, 1897.

VICTORIA DISPENSARY Queen's Road.

A breakfast Claret. Price \$8.75 per 1 dozen bottles.

QUISITES, several COOKING STOVES, RICKSHAWS, &c., &c.

> with Chain Guard, &c., in Good Condition, and Repairing Kit, &c.
> Catalogues will be issued previous to the

Hongkong, 13th April, 1897.

MR J. M. ARMSTRONG has received instructions from the Mortgages

Hale, apply to 70, Queen's Bond Central,

Queen's Road Central. Hongkong, 13th April, 1897.

THONGKONG HOTEL

Hongkong, 6th April, 1897.

Visitors should drink our

"SPECIAL" WHISKEY.

MOUNT AUSTIN HOTEL, 1.400 feet above sea level

"Telegraphic Address, Excelsion" Hongkong, A.B.C. Code The most LUXURIOUS HOTEL in the

Spot in Hongkong. READING and SMOKING SALOONS. LADIES' DRAWING ROOM. BILLLARDS and LAWN TENNIS. FIRST CLASS CUISINE and WINES. The new BALL and CONCERT BOOM will be opened shortly. For Particulars, apply at the Town Office,

38 and 40, QUEEN'S ROAD CENTRAL, or to

The Manager. MOUNT AUSTIN HOTEL, Hongkong, 20th March, 1897. NEW VICTORIA HOTEL ROTISSERIE.

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J. B. COUGHTRIE, CHINA FIRE INSURANCE Co., LD. WM. MACBEAN, THE STRAITS INSURANCE CO., LD. Hongkong, 12th April, 1897. CINGING, VOICE PRODUCTION VIOLIN, PIANO, GULTAR, &c. LESSONS by Sener and Senera P. DE P. BARBAT. Engagomonts for AT HOMES. CONCERTS, &c., accepted. For terms

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Hongkong, 24th February, 1897.

No. 525 E. C. REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASON'S HALL on TUESDAY, the 20th April, at 8 for S.30 r.m.

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> Hongkong, 1st April, 1897. NEW STORE AT KOWLOON.

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COMFORT OR POVERTY!

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SPECIAL QUOTATIONS FOR QUANTITIES. DODWELL, CARLILL & CO., General Agents.



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INVALIDS' PORT. This Wino is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall, Price \$16.75 per 1 dozen bottles.

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Price \$14.00 per I dozen bottles.
Pure and natural Wine; a tonio.

WHITE SEAL SHERRY-Popular at the Club. Dry, delicate, and of fine flavour. Price \$17.75 per I dozen bottles. CLARETS in Quarts and Pinta, CHATEAU MOUTON. For a good after dinner Wine we recommend this. Price \$26.75 per 1 dozen bottles. M LAROSE. This is a very attractive Claret, of good bouquet. Price \$15.75 per 1 dezen bottles.

MARGAUX-MEDOO.

A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the LIQUEUR BENEDICTINE, D.O.M. debilitated. The price is but \$26.00 per one. Price \$33.50 per 1 dozen bottles.



Esm. 1864.

doz. quart bottles.

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nothing but good to say of it. - Man of the World. SOLE AGENTS. CALDBECK, MACGREGOR & CO., 15, Queen's Road.

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AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE. CEMETERY MEMORIALS.

Designs and Prices on application.

Office; 47. QUEEN'S ROAD CHNTRAL. TONGKONG RIFLE ASSOCIATION PROGRAMME OF THE FIFTHENTS ANNUAL PRIZE MEETING. TO BE HELD AT KOWLOON,

TO.DAY (FRIDAY), TO-MORROW (SATURDAY), AND MONDAY, April 16, 17, and 19, 1897.

Under the distinguished patronage of H.E. Sir WILLIAM ROBINSON, K.C.M.G. H.E. Vice-Admiral Sir. ALEX BULLER, C.B. H.E. Major-General WILSONE BLACK, C.B. Commodoro SWINTON C. HOLLAND, R.N.

1.—Queen's 1st Stage - Distance 200 yds. Membors only No of Shots-Seven. Entrance 50 cents. Three prizes value 70 per cent of the Entries with \$5 added presented by the Houghong Daily Press. Position-

Standing, or Kneeling. 2,-Martini-Heavy Carbine Competition .- Dis tance 200 yards. Members only. No. of Shots-Seven: Entrance 50 cents, Three prizes value 70 per cent. of the Entries with \$5 added presented by the Hongkong $m{D}aity\ Press.$.

3-Association = 200 yards. Members only No. of Shots-Seven. Unlimited Entries, 30 cents each. Three prizes 70 per cent. of 4.—Ladies' Nomination.—Open to Lady Mem-

bers or their Nominees. Distance 300 yards. No. of Shots-Seven. No Entrance fee. Prizes presented. --Association.--300 yards. Members only Monday afterlunch. No. of Shots-Seven. Unlimited Entries, 30 cents each. Three

prizes of 70 per cent. of Entries. -Martini-Henry Carbine Competition .- 400 yards. Members only. No. of Shots-Seven, Entrance 50 cents. Three prizes value 70 per cent. of Entries with \$5 added presented by Hon. E. R. Belilios, C.M.G. 7.-Association.-500 yards. Members only No. of Shots-Seven. Unlimited Entries,

30 cents each. Three prizes value 70 per cont. of the entries. 8.—Queen's 1st Stage - Distance, 500 yards Members only. No. of Shots-Seven Entrance 50 cents. Three prizes value 70 per cent, of the entries with \$5 added presented by Hon. E. R. Belilios, C.M.G. 200 vds.—Friday

Martini-Henry Rifles allowed 1 point. 9.—Queen's 1st Stage.—Distance 500 yards. Members only. No. of Shots-Ten. En tranco 50 cents. Three prizes value 70 per | 600 cent. of the entries with \$5 added presented by Hou. Commander R. M. Rumsey, R.N. | 900 Martini-Henry Rifles allowed 2 points. ♥ 10.—Queen's 1st Stage.—Distance 600 yards. Members only. No. of Shots-Seven. En-

trance 50 cents. Three prizes value 70 per cent, of the entries with \$5 added presented by Hon. Commander R. M. Rumsey, R.N. Martini-Henry Rifles allowed 11.—Queen's 2nd Stage.—Distance 600 yards Members only. No. of Shots, Fifteen: Entrance 50 cents. Three prizes value 70 per cont. of the Entries with \$5 added.

presented by Hon. Comdr. R. M. Rumsey, R.N. Martiui-Henry Rifles allowed 12.—Association,—600 yds. Members only. No. of Shots. Seven. Unlimited Entries 30 cents each. Three prizes value 70 per cent, of the Entries.

13.—Queen's 3rd Stage.—Distance 800 yds Members only. No. of Shots, Ten. En trance 50 cents. Three prizes value 70 per cent. of the Entries with \$5 added presented by G. H. Potts, Esq. Martini-Henry Rifles allowed 5 points.

14,-Queen's 3rd Stage.-Distance 900 yards. Members only. No. of Shots, Ten. Encent of the Entries, with \$5 added pre- the Manufacture throughout. sented by G. H. Potts, Esq. Martini-Henry Rifles allowed 8 points. 15.—Martini-Henry Carbine Competition.—

Distance 500 yards. Members only, No of Shots, Seven. Entrance 50 cents. Three nrizes value 70 per cent. of the entries, with 35 added presented by G. H. Potts,

16.—Carbine Aggregate.—For competitors whose respective scores in Events Nos. 2, 6, and 15 make up the highest aggregates. Entrance S1. Prizes to be selected by winners in plication. Ladies' Competition. Prize Cup.—The Compradors' Cun.

Prize Cup.—Presented by Hon. C. P. Prize Cup.—Presented by Jas. McKie, Prize Con.-Presented by H. N. Mody,

17.—Revolver Competition.—Distance 50 yards. Members only. No. of Shots, Six. Un limited Entries 30 cents each. First prize | PURE AERATED WATER presented by Bruce Shepherd, Esq., and three other prizes 70 per cent. of the entries. Revolver of not less than .380 calibre to be used-trigger pull 4 lbs. minimum Position standing, Revolver to be fred with one hand only and withont arm rests of any description. Target ordinary 3rd class-8 inch bull. This Competion will be fired on Friday and

Saturday on the Military range (W.Y. LITHIA WATER Regt.) between 2 p.m. and 3.30 p.m. each 18.—Queen's Aggregate.—For competitors whose respective scores in the Three Stages of the Queen's make up the highest aggregates. Entrance \$1. Prizes to be selected by winners in order of merit as laid down

by Rule 13 in Ladies' Competition: Prizes presented by H.E. Sir William K.C.M.G.; H.E. Vice-Admiral Buller, C.B.; H.E. Major-General Black, C.B.; Commodore Swinton C. Holland, R.N.; Hon. J. J. Bell-Irving; T. Jackson, Esq. The N. R. A. Silver Medal will be presented

to the Member making the highest aggregate in the Queen's with the Martini-Henry Riffo. The winner of a National Rifle Association silver or bronze medal or medals shall be entitled to compete once at the Prize Meeting of the National Rifle Association for His Royal Highness the Prince of Wales' Prize in | Hongkong, 15th April, 1897. respect of each medal won by him, but he cannot compete more than once in each year. 19.—Association, 800 and 900 yards. Members only. No. of Shots, Five at each range

Entries. unlimited, 50 cents each. Three prizes value 70 per cent. of the entries with \$5 added, presented by G. H. Potts. Esq., for highest aggregate scores. Been score at each distance to count towards aggregate. Martini-Henry Rifles allowed CONDITIONS.

1 .- Entries will be received by the undersigned at the address given up to 5 p.m. on the 15th inst., and in the Committee tent on the Range up to 11 a.m. on Friday, the Joth inst. In all cases, the entry form must be accompanied by the requisite fees, and the subscription for the current year if not paid. 2.—In all competitions, three competitors

must enter or there will be no first prize, four or no second, six or no third; and so on. 3.—Computition No. 4—"The Ladies' Nominution,"-is open to Members, nominated by Lady Members, present in the Colony at the time of nomination. No Lady to nominate to shoot for more than one Lady. . Each Lady to present her Champion with a colour, or favour, to be worn by him whilst shooting. without which no one will be admitted to shoot. 4.—Rifles: -- Martini-Henry, M.H. Carbines, and the English Service Magazine Rifle only to be used. Pull off 6 lbs. Rifles may be tested before, and/or after shooting.

capable of being shifted and sliding windgauges on Rifles or Carbines are not allowed. 6.—Position :- Any except in Competition No. 1 when the member must stand or kneel whilst shooting, and in Competitions Nos. 8, 9, 10. 11, 13 and 14 when he must adopt either the sitting, kneeling or prone position.

7 .- Martini-Henry and Lac-Metford ammunition will be provided on payment, and may be obtained at the Committee tent on the range. 8.—Competitors can shoot in any match at my time during the Meeting unless otherwise

INTIMATIONS. 9.—Two sighting shots—tickets price 10 cents each to be obtained at the Committee

. 10.—Members shooting for the Queen's Ag gregates will have precedence at all ranges. 11.-Range-keepers (on the day on which they have kept, or are detailed to keep a range, for not less than 11 hours), and the Hon. Secretaries will have precedence over other members. on each day and cease at, or about, but not later than 5.50 p.m. on Friday and Saturday,

regards Competition 4; See Rule 18. 13.—Competition No. 4 will be fired between 3,30 and 5.30 o'clock on Monday, 19th April, Competitions will be required to coase. Lady Winners, in order of merit, shall be permitted to select their Prizes, provided that they, or some persons authorized by them, attend at the Committee Tent at the conclusion of the Competition. Any Winner who does not attend or is not duly represented will have a prize allotted by the Committee.

14.—Every Competitor for the Queen's Prizes is specially requested to send in his scores not later than 2.30 p.m. on Monday, 19th April. 15.—One Blow-off shot will be allowed at the 800 and 900 yards ranges. Blow-off shots must be fired into the Blow-off pits. 16.—Ties, and matters not otherwise provided for, will be decided by Bisley Rules.

17,-Competitors must write their names and descriptions on their tickets distinctly, in English characters. 18,-The Committee tent, where tickets and all information can be obtained, will be near the 500 yards range. The Committee reserve to themselves the right to alter the description of any of the

prizes herein stated, and also times of Shooting. Entry Ranges, and Targets. Persons wishing to join the H. R. Association should send their names, with the requisite

Members are reminded that they are not entitled to fire as such, or to the enjoyment of any on or before Friday, 16th inst., at 11 c.m. Ranges have been detailed as follows:-Revolvers .- Military Range, W.Y.R .- Fri

day and Monday 2 p.m. to 5.30 p.m. Carbines - Police Range -9.30— 1.0 —200 yds Friday 2.0 - 5.30 - 4009.30-1.0 -500 2.0 - 5.30 - 2009.30-11.30-400 Monday 11.0 - 1.0 - 500

All other Competitions at Neval Range-., -Monday 2.0 - 5.30 .. -Friday -Saturday 9.30-4 1.0 -Saturday 2.0 - 5.30 -Monday 9.0 - 11.0 .. - Monday 11.0 - 1.0 F. SMYTH,

Address, o o BRADLEY & Co. Hongkong, 14th April, 1897.

Hon. Secretary,

CHEMISTS BY APPOLINTMENT ESTABLISHED A.D. 1841. MANUFACTURERS OF AERATED WATERS.

OUR AFRATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and trance 50 cents. Three prizes value 70 per the utmost Caro and Cleanliness exercised in

The Water used is proved by repeated Analyses to be Absolutely Purc.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

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The following is a List of Waters always kept ready in Stock :-

SODA WATER

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SELTZER WATER

SARSAPARILLA WATER

TONIC WATER GINGER ALE

GINGERADE No Credit given for Bottles that look dirty or greasy, or that appear to have been used for Aerated Waters, as such Bottles are never used again by us.

S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS UNLY communications relating to the news columns hould be addressed to THE EDITOR. Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be sorition on one ride of the paper only.

Orders for estra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Supplied for Cash Telegraphic Address Punes-A.B.C. Code. P.O Box. 20. Telephone No. 12.

No anonymously signed communications that have

already appeared in other papers will be inscribed.

Hongkong, April 16th, 1897.

THE dispute which has arisen between the Portuguese and Chinese authorities with Dom Joao, although to outsiders it may storm in a tea cup, is not devoid of interesting and instructive features. In reproducing from the Echo Macaense a history of the case we refer to the article as being appar-3.—Sights—Slips of paper or other substance | ently inspired. We have no authority for so characterising it except the internal evidence, but that appears sufficiently clear Assuming the suspicion of official inspirarespect to the conditions on which alone

had with him. We are told in one part of the article that China will never code an inch of territory without compensation. tent-will be allowed at each range in every advantage, and preservation of her rights, and, in another part, that if Portugal wishes to secure an advantageous resolution of the delimitation question she mus satisfy China that she has no ambition to extend Portuguese jurisdiction and that 12 .- Firing entries to commence at 9.30 a.m. | she will permit no territory occupied by her to serve as a base of operations pres at 10.30 a.m. today. and 1 p.m. on Monday, with the exception of as judicial to the Chinese finances or to the security and tranquillity of the Empire. these expressions are in reality a reflex of weather permitting, during which time all other the views expressed by the Viceroy Canton it is probable that His Excellency had present in his mind at the time he spoke the claim of Hongkong for an extension of her boundaries. In this connection it has been suggested that the inquisitorial habits of the Chinese Customs cruisers constitutes a reason for pushing back the frontier so as to proclude any excuse for their presence in Hongkong waters. We do not quite follow. the argument, because however far the frontier was pushed back the Customs would still endeavour to guard it both by land and sea against smuggling. Further, we may be assured that if China were induced or compelled to assent to the extension of our frontiers she would endeavour to make it a condition that adequate measures should be taken for the protection of her revenue. Great Britain on her part could hardly refuse such a condition if the agreement for fees, to the Hon. Secretary. Subscription \$5. the cession of territory were arrived at by friendly negotiation. Sir CLAUDE MAC-DONALD could not very well go to the privileges unless their subscriptions are paid Tsung-li Yamen and say Great Britain desired a cession of territory in order to facilitate smuggling and the defrauding of the Chinese revenue; and on the whole it appears rather unfortunate for her future good behaviour. that any mention of the Qustoms cruisers has been introduced into the matter, as its effect must naturally be to make the Chinese more intractable.

It is possible—we are afraid to say probable

already been set in train by the recently concluded treaty settling the Burmah frontier difficulty. It is only by degrees that the contents of that document are becoming known. At one time it appeared as though the opening of the West River was the only concession obtained as reparation for China's wrongful act in ceding the state of Kinnghung. It now appears, by last mail's advices, that there are "certain territorial compen- the benefit of their views. Dr. Hartigan was also "sations," including the state of Kokang, and that there are provisions as to the junction of the Burmese railways with any that may be constructed by China in Yunnan and the establishment of new Consulates in tha province. The treaty itself, however, had not reached England when the mail-left and apparently the Government was not anxious to make a full statement of its provisions. It is possible, therefore, that when it is published it may be found to contain some surprises and that the territorial compensations mentioned by Mr. Curzon in the House of Commons may include provisions relating to the boundaries of this colony. I unfortunately it should turn out that nothing has been done in that matter on the present -occasion we are afraid it will be a long time before the colony sees a fulfilment of its desires, for the recent treaty will be taken as a settlement in full of all claims up to tion the petitioner said he had seduced the date and in the absence of unforeseen occurrences constituting a claim for further reparation, it will probably be many years under sixteen years of age, he said he did not before trenty negotiations are again foot. But whether an extension of our frontiers has already been in principle deeided upon or whether it is still an event of the future it may be taken for granted that when the actual extension takes place the conditions will not favour the re-establishment of the snuggling trade. Nor, quite independently of considerations of equity and good neighbourship, do we think that that is a matter of regret. The colony has lost little by the blow struck at the smuggling trade by the Opium Agreement and has gained a great deal. It is on honest trade that the colony thrives best. Violations of our territorial waters must of course be guarded against and the proceedings of the Customs closely watched; but the administration of the neighbouring stations by Sir ROBERT HART's great service has been such as to give little real cause of complaint. While on the one hand unauthorised interference with the trade of any other purpose than that of containing the colony and violations of her territorial rights are to be rigorously guarded against. on the other hand there ought to be no desire to see the Chinese revenue defrauded

of its just dues. Owing to the Good Friday holiday there will be no issue of the Daily Pross to-morrow.

Pollard's Lilliputian Opera Company, which has had a very successful tour in India, was to | indicial proceedings, open at Singapore on the 12th April.

H.M. the King of Siam left Bangkok on the 7th April on board his yacht the Maha Chakkri for Singapore, on routs for Colombo and

According to the Imparcial, General Polavious has asked for twenty battalions of troops in order that he may be able to place gardisons at different points and prevent the rebels, when defeated at Cavite, from fortifying other towns.

The Post Office will be closed to-day and on Easter Monday, except from 8 to 9 a.m. to-day the office will be opened for delivery for one hour. The Money Order Office will be entirely closed on both days.

Yesterday a Government official was encared appear very much in the nature of a for obstruction, as any member of the general community, not Chinese, would probably have

We have received from Mesers. Coldbook to up; that, when the promisery note now Macgregor & Co. a sample of Ackermon-Lauronce's Dry Royal Baumur champagne, it was a promissory note for \$100; that Sunder a delicate and pleasant beverage.

Vancouver, &c., arrived at Nagasaki on Thursday, the lath inst, at 6 a.m., and will deave a.m. to day for Hongkong via Shanghai. The C. P. steamer Enimess of China arrived at Kohe at 5.30 p.m. on Tuesday, the 13th inst

A notton ginning mill in Tonkin owned . a Fronchman has been leased to Chinese for ton years. The Tonkin papers regard this as a grave misfortune, indicative of the commercial ascendency of the Chinese and the impossibility of Europeans competing with them.

The Haiphong Chamber of Commerce has passed a resolution in favour of imposing an oxport duty on raw cotton to countembalance the effect of the Japanese tariff. Most of cotton exported from Tonkin goes to Jupun: The latter country proposes to abolish the duty on raw cotton, while retaining that on ginned cotton; The effect of this, it is believed, will be to damage the ginning industry in Tonkin and the proposed export duty on raw cotton is be imposed for its prolection.

A servant boy employed at the Officers' mess of the West Yorkshire Regiment was charged at the Police Court vesterday with stealing a piece of cake of the value of ten cents. During liffin on the previous day the defendant cut off a slice of cake and hid it under a table nankin. so that he could quietly munch it when disengaged, but unfortunately for him the theft was discovered and he was handed over to the police. He was sent to goal for seven days

Two youngsters broke open a show case in Wanchai a few days ago and stole two gold watches and two gold rings. One of the watches was valued at \$20 and the thioxes sold it for \$2.10, while a ring, which was worth \$6, was sold to a woman for 25 cents and the other for 15 cents. The police arrested the boys and also charged the woman with unlawfully receiving the ring. Yesterday the boys were ordered to receive six strokes with the birch rod and the woman was ordered to find security A meeting of the Jabilee Permanent Memo-

rial Sub-Committee was held in the Board Room of the Hongkong and Shanghai Bank yesterday afternoon at which the report to be submitted to the general committee was adopted. report states that " In accordance with the -that the extension of our boundaries has resolutions passed at a meeting of the Committee appointed by His Excellency the Governor to make arrangements for the relebration of the completion of the 60th year of the reign of Her Majesty the Queen, the Sub-Committee have considered the proposals for a permanent memorial referred to them for consideration and now beg to submit their report. They held three meetings, at which representetives of the press were present. Mrs. Bell-Irving and the following centlemen, Messrs: Leigh, Stewart, Dr. Thomson, Messrs. May, Denison, Danby, Drs. Jordan and Atkinson were good enough to attend and to give the Committee invited to attend, but stated his inability to do so." A precis of the evidence in connection with each of the schemes is given, but the report embodies no recommendation. A meeting of the general committee will be held on Tuesday.

> In the Divorce Division on 6th March, before Sic Francis Jeune and a Common Jury, the ease of McLean v. McLean and Bell was heard. The petitioner, Mr. Harry Christopher McLean, chief engineer of H.M.S. Severn, sued for a divorce from his wife, against whom he alloged misconduct with Mr. John Bell, the co-respondent. Answers were filed denying the misconduct, and the wife made counter-allegations of cruelty against her husband, which he denied. The petitioner stated that he was married to the respondent, Mary Jane McLean, on 6th Murch, 1881, at the Portsea Island Registry Office. He was at present stationed at Portsmonth. There had been three children of the marriage. He had to go away from time to time, among other places to the China Station; and he made his wife an allowance during his absence. Returning in March. 1896, he discovered his wife with co-respondent. The wife had sammoned him for maintenance, but the case was disinissed. In cross-examinarespondent before he married her, at the time when she was living at Curtis-terrace with her grandparents. Asked if she were not then know. He thought she was eighteen or dine-The petitioner denied that he had ever struck his wife or treated her with crueley. Evidence as to the wife's misconduct having been given, the jury found for the potitioner on all the issues, and the President granted

him a decree misi, with costs. REUTER'S TELEGRAMS. SUPPLIED TO THE "DAILY PRESS." LONDON, 13th April

THE SITUATION. will be imperative in a few days, as Greece is unable to maintain an army on the frontier for

SUICIDE OF A GRAND DUKE The Grand Duke of Mecklinburg Schwerin has committed suicide at Cannes. He was suffering from a painful illness and leaned from

ITALY. The Italian Chamber has passed a vote confidence in the Eastern policy of the Government by a majority of 146. ADJOURNMENT OF PARLIAMEN Parliament has adjourned to the 26th inst.

FROM TONKIN PAPERS. JUDICIAL REFORM IN FRANCE.

PARIS, 6th April. The Chamber, on the motion of the Government, has adopted by 317 votes to 180 a motion for the abolition of secrecy in preliminary THE GREEK NATIONAL FETE

PARIS, 7th April The Greek national fete was colebrated without any grave occurrence.

COMMITTED TO PRISON FOR CONTEMPT OF COURT. In the Supreme Court yesterday Hou. T.

indement in an action in which Sunder Singh sued Chouk San Hop and another for \$700 dus on a promissory note. Mr. J. Hastings repre- that such a grave question was pending between sented the plaintiff and Mr. G. C. C. Muster | the two Governments, and great was the sur Letters for Hongkong, the Peak, and Kowloon appeared for the defendant. His Lordship prise when the report spread that the Vicercy invaluable addition to our healthy means. may be posted up to 9 a.m. The night box will said—The case for the plaintiff was that, on of Canton had officially announced to the agree with Mr. Leigh that a road 20 feet wide be left open. Should the English mail arrive the 12th August 1895, the defendant Chenk | Council of Government that he was about to San hop signed with the name and chopped establish a military occupation of the island of As to the heat in the afternoon, this would be with his chop. San hop, Tsang-kee, a promis. Dom Joso. It was then that the public comsory note for \$700; that it was orally agreed menced to occupy themselves with the question. that interest at the rate of 3 per cent. a month | foreseeing the possibility of grave inconvenience should be chargeable; that the contents of the and indignity being sasteined on account of an in packing several large cases on the footpath note, which was written in Huglish, were island almost deserted and which possesses no trees; and, moreover, as we have seascely had and well into the road on one of the chief explained to defendant by a solicitor's clerk; actual importance. more then one representative, nor any member reference to the ownership of the island of therewas portion of the that a sum of \$679 in notes and silver dollars. Happily the Council of Government, consistcity. Several police officers must have passed, passed from the plaintiff to the defendant; that | ing of the Judge, Dr. Alvaro Fornelles, the but he does not seem to have been summoned the plaintiff, the defendant, an Indian watchmen | Scoretary-General, Dr. Alfredo Lello, and Licut. called Mana Singh, in the employ of the Sani- Colonel Prophyrio do Sousa, was able to deal indeed Mr. Danby is quite certain upon this tary Board, and the solicitor's clerk who wrote with the difficulty which had arisen and secure the professory note were present at the making and signing of the note, which was witnessed by It was Dr. Lello who undertook the direction The attention of the Carnegie Steel Com. Mana Singh and the clerk; that the defendant and principal responsibility of the delicate pany having been called by the Bureau of Statis. produced the blue paper on which the note was negotiations. ties Dapartment of State to the statement as to drawn up; that defendant had regularly paid the price at which they had got the order for | \$21 a month as interest until two months ago; 15,000 Lons of steel rails they replied as follows, that this action was brought because defen. Consul at Canton, Senhor Callado Crespo, and when cargo beats and junks could not be got under date of 8th January, 1897:-Replying to dant made default in paying interest; and this gentleman, who was assisted by Souhor there; that in fact there is not sufficient your letter of 5th insta with inclosed copy of that the difference between \$700 and \$679 was | Carles du Rocha Assumpçae as interpreter, in | shelter, which was one of the points of the South Polar area can be best carried on with clipping from the Board of Trade Journal of retained as interest for the first month. a long conference of two hours was able by his objection to the brickworks. Under these the active assistance of the Admiralty, sup-London; would say that the report is correct as The case for the defendant was that he signed | putience, prudence, and good tact to arrive at | circumstances would it not seem that the read | ported, of course, by responsible scientific authoto the views attributed to China with far as our having sold the Imperial Railway of and chopped the above promissory note under an agreement to the offeet that on the 5th inst, would form a most valuable alternate method. Filide. The agitation, which has been very Japan 15,000 tons of rails, half of which quantity the impression that it was a note for \$100 in the two detachments; Portuguese and Chinese, Mr. Lockhart said quietly engineered, appears to be meeting with has been shipped, and the balance will go for renewal of a promissory note for \$100 once should be simultaneously retired, leaving the "So far as communication with the villages success, and it is stated that Mr. Goschen views she would be willing to waive territorial ward within the next thirty days. There was made by his now deceased mother to Mana island in the condition it was before the signa. was concerned the new road would not affect the enterprise with sympathy. In fact, there is rights, these being probably a reflex of however, no such difference in price as indicated | Singh; but Sunder Singh; the plaintiff, was not ture of the Portuguese-Chiaese treaty. This communication with the villages one way or somethope that as soon as affairs in the East and in the journal. From the best information we present at the time of the making of the pro- was a solution which both Governments could the other." How many people in Hongkong South A trica assume a more normal aspect a those expressed by the Vicercy of Canton were able to obtain at the time, our price was missery note; that he took the promisery note accept, being a loyal observance of the later are acquainted with Deep Bay village and its warship will be manned for this particular in the interview the Portuguese Consul not over 6d, per ton less than the English price. | made by his mother to Mana Singh, who fore I national compact providing for the status que. - interesting brick and pipe manufacture? I purpose,

sued on was explained to him, he was told that Singh's name was not mentioned and that a sum of \$700 was not referred to; that he did not bring The C. P. steamer Empress of India, from the blue paper on which the note was written and did not have the paper stamped; tha lie has paid to Mana Singh interest at the rate of 4 per cent. a month on \$100, such interest being credited to Mana Singh in the monthly milk account rendered by defendant, who supplied Mana Singh with milk. In addition to pleading the general issue, defendant gave written Portuguese and Chinese detachments embarked and left that port at 10,30 a.m. the next day notice of two special defences, viz., fraud and for Yokohamu, where she was expected to arrive want of consideration. The law would not soldiers. presume fraud, but does presume that consideration has passed upon the making of duly drawn up promissory note. The onus was therefore on the defendant, who did not deny his signature and chop to prove that this promissory note drawn up in due form was obtained by fraud and was made for no consideration. Had he discharged this onus? The narrative of the plaintiff and his witnesses constitutes a well devised mosnic of complicated detail in which it appears difficult to detect a flaw. So far as could be foreseen. uniform pattern was obtained. But the foresight of even crafty Indians and unscrupulous solicitor's clerks has a horizon; and the horizon in this case had been too limited. The source. of that piece of blue paper was not sufficiently skilfully arranged for; that piece of blue paper is the cloud no smaller than a man's hand which has formed into a rain-cloud and oblitorated with its deluge the colours of mosaic. His Lordship did not believe Sunder Singh and Mana Singh when they said that defendant produced the piece of blue paper, and he did believe defendant's denial on this point Judgment would be for the defendants and under section 23 of Ordinance 12 of 1893 Sunder Singh and Mana Singh would be committed to prison for three months for contempt

> for appearance being given. THE TERRITORIAL DISPUTE BETWEEN PORTUGAL AND CHINA.

of court. A stay of judgment was granted on

THE ISLAND OF DOM JOAO. We translate from the Echo Macaenee the

following article, which appears to bear some ovidence of official inspiration :-citizens on the amicable termination of the dis-

parties has determined a conflict which for a informed patriotism. time became critical. It will be convenient to give an ontline of the history of the case. Although Portugal was the first European nation to establish colonies on the coast of China, although amicable relations existed between the two Governments for three centuries and the Portuguese flag had flown over the fortresses of Macan for more than three hundred years, it was only in 1887 that for first time a treaty was between the two Governments. The Lisbon protocol of the 26th March, 1887. Was the first document signed by a representative of the Imperial Government of China in which China confirms perpetual occupation and Government of Macao and its dependencies by Portugal, as any other Portuguese possession." friendship and commerce which followed it defined what were the dependencies of Macuo the occupation of which China confirmed and which Portugal promised never to alienate without

China's consent. This was a difficult point that was within a hairsbreadth of wrecking the laborious and prolonged negotiations that, commenced at Macao between His Excellency Thomaz de Sonsa Roza and Sir Robert Hart in 1886, were afterwards continued at Lisbon, where the protocol was signed, and then transferred to Peking. After a tedious delay of five months with the Tsung-li-Yamon the Portuguese negotiator got over the difficulty by yet postponing for further negotiation the delimitation of Macao and its dependencies. Accordingly Article 2 of the treaty was worded as follows:-"China confirms in its entirety the second article of the protocol of Lisbon, relating to the perpetual occupation and government of

Macao by Portural. "It is stipulated that Commissioners appointed by both Governments shall proceed of the delimitation of the boundaries, which shall be determined by a special convention: but so long as the delimination of the boundaries is not concluded, everything in respect to them shall continue as at present, without that the island of Doni Joso, which was one of

the dependencies of Macao claimed by Portugal. should continue as it then was without alteration. But the treaty having been signed on the 1st December, 1887, China in February, 1888, disturbed the status quo agreed upon by ordering the construction of a guard-house on the island of Dom Joso for the accommodation of half-a-dozen Chinese soldiers told off to be stationed there. The Government of Macao energetically protested against this at the time an officer being sent to the Viceroy of Canton M. Delyannis declares that a decisive stop on the subject by the Secretary-General, then Acting Governor, Senhor Costa Duarte; but

nothing was done. Years passed without anything fresh occuran indefinite period. Both at Constantinople ring, but during the administration of H.E. and Athens war is regarded as a question of a Sephor Horta e. Costa, in January, 1896, the Chinese soldiers of the guard on the island of Dom Jono began to cause approvance to the villages of the island opposite Taina Fort. disturbing the tranguillity of these poor people, who were accustomed to to the protection of our soldiers whenever they were attacked by the pirates who infest these districts. It was then, and when there were also rumours that the Germans intended to anner the island of Lanna, that the Governor of Mucio thought it prudent to send to the island of Dom Joac a small similar improvements have been urged detachment of Portuguese soldiers, for whose

This action on the part of our Government cannot but be approved, seeing that the Chinese Government was the first to disturb the status quo with respect to this island and that its braves," had commenced to disturb the peaceful villagers who had established themselves under the protection of our fort. Especially was it important that in case of any other nation casting covetons eyes on the island they should find in this small detachment of Portuguese soldiers an evident proof that Pertugal had not abandoned her claims to the island as a dependency of Macao. It was not long, however, before a protest came from the Vicercy of Canton, who has

since maintained a steady correspondence with the Government of Macao on the subject The principal if not the only basis of this protest, was Article II. of the treaty, the Vicercy ignoring the fact that it was one of The public of Macao was completely ignorant

a solution acceptable from all points of view:

On the 5th last the agreement was carried out | don't believe above one in tan thousand has In the presence of delegates of the Government of Macao, namely, the Chinese interpreter for this purpose costs about \$7 for a leanch. Senhor Carlos da Rocha Assumpcao and Captain Canavarro, Military Commandant of Taina. as the Portuguese representatives, and the civil mandarin Li, Sub-Profect of Chinson, and the military mandarin Lai, Captain of the carrison of Chinsan, as the Chinese representatives. At three o'clock, on the sound of three blasts the whistles of the launches that had brought the delegates of the two Governments, the and left the island, on which there are now no

Thus was concluded a difficulty which caused some anxiety to the inhabitants of this colony on account of the imminent peril of a collision between the Portuguese and Chinese soldiers had the island been militarily occupied. But if on this occasion, thanks to the good souse of the Vicercy of Canton and to the tac and prudence of the officers charged with the Government of Macao, principally Secretary-General, whose services on occasion were invaluable, it was nossible avoid in time a grave imminent peril. would not be prudent to always count pacific and satisfactory solutions of incidents of this nature, and it is therefore important that our Government should take steps to settle this question of delimitation as speedily as possible in order that there may disuppear a doubtful situation that may at any time give rise to friction.

It is certain that Portugal is not influenced by political designs nor by commercial considorations in her determination to preserve the city of Macao as a Portuguese possession. It is only as a historical monument, as a memorial commemorative of the brilliant enoch of the old Portuguese invigators, that Portugal appreciates the importance of Macco; and it is from this point of view that Portugal would not spare force to maintain inviolate her right the application of Mr. Hastings, on security upon this small dot of earth.

advantageously resolved the Portuguese Gov. of 3 per cent. on the preference shares, £5,020; We congratulate ourselves and our fellow- also necessary, in order to facilitate the mission | Philippines: were very low and the earnings of the Portuguese negotiator, that public opinion inadequate. The six new steamers acquired in pute between the Government of Macao and should not be inflamed by illusions and ex- 1895 and 1896 have done excellent work for the Viceroy of Canton with reference to the aggerations, for there is no doubt that China the company, and have fully realised the exisland of Dom Joac. The incident, which at | will not give a friendly hand nor an inch of her | pactations of the directors. The tag boat and first appeared to possess no importance, came near | territory without compensation, advantage, and | cargo boats built in Shanghai for service on the disturbing the usual tranquil monotony of our preservation of her rights. It is therefore Wang-poo River have been fully and profitably Thanks, however, to the prudence of the important that in this matter good sense should two Governments a solution satisfactory to both provail over the coullitions of a blatant and ill-

In any case it is certain that Portugal desiring to preserve Macao as a Portuguese possession, it is desirable that there should be a well defined international understanding as to its position in order to avoid surprises and unexpected perils. Portugal is too fully occupied with her vast possessions in Africa—where lies the future of the Portuguese nation, and where the difficulties she has to encounter to maintain her dominion, her prestige, and her important national interests are not few-to be able to devote her attention perpetually to the petty questions of Macao. It appears to us therefore that it would be well to settle the delimitation of Macao speedily, with such advantages as it may be possible to obtain, thus terminating a dispute which has already lasted longer than it ought neither this document nor the treaty of to have done, considering its small national importance for Portugal.

ON THE QUESTION AS TO THE BIST FORM OF JUBILEE MEMORIAL.

MR. G.... M S.... T loquitur: --

Your nurses and your hospitals, I swear, For the Jubileo are not, -we "can do" But if the answer true you wish to hear, This it is, -solvitor ambulando. [Left walking ALTHY MERCHANT loguitur :-

Why subscribe for a road should a man do I do not ride, or golf, or bike, so say If it's not, -solvitur conbulando? [Walks off.

You want my cheque, but tell me now, I pray,

CORRESPONDENCE We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE ROAD ROUND THE ISLAND TO THE EDITOR OF THE "DAILY PRESS. DEAR SIR.—I was very much interested in your article of the 14th upon this subject, in addition, diminution, or alteration by either of which you draw attention to the important in-In view of this article it was evident | velopment of hicycle travelling. When I am overtaken, in our present roads, by a good machinist, making his twenty miles an hour, for a short distance upon some favourable stretch, it always reminds me of one of those strong active song birds which the Chinese confine in small cages. Poor things, by the most constant and vigorous efforts they make the best use they can

and get all the exercise possible in the very par-

row space provided for them, but it is always What an immense encouragement to proficiency with this most marvellous instrument would be the existence of the proposed now road, whereon a skilled rider could go right round the Island in a single hour. Although I try to look at the matter from your point of view. I cannot see that any other solely benevolent object has a greater claim upon the voluntary offerings of the public; and cortainly not one of the objects advocated as a momerial of our Queen would be of nearly so permanent or notable a character. I think I understand your meaning to be that the public have shown so earnest a desire for this material development. and have established so strong a claim upon the Government for its provision, that they ought not to need the assistance of private offerings in the matter. The difficulties which have been met upon former occasions, however, where

sufficiently explain the anxiety of the proaccommodation a house of small dimensions moters to secure every influence in favour of the object upon which they have set their minds. The fact also that the amount involved renders necessary the assistance of the Government to a considerable sum, thereby increasing the volume and importance of the work, does not in any way detract from its suitability as a Royal Memorial, but rather the reverse. There can be no doubt whatever that when the road i made it will remain a monument to all time. and its name will, in all likelihood be-insepar able from it as long as this British colony

Although the road does not appear to have the

notive sympathy of either Mr. Danby or Mr Leigh, their evidence confirms the impression, as you remark, that there is no in superable difficulty about the work, and that its cost need not for a moment be considered as beyond its value. Mr. Leigh thinks the road would be used solely for recreation. Is that any reason against its immediate construction? Sercombe Smith (Acting Paisne Judge) gave his predecessors who first disturbed the status is re-creation which every one of us requires, every day of the year, in Hongkong, and would need but the diversion of a small amount of the large sum of money which is heroon expended in this colony to make this new and and at 25 to 30 feet above sea level would suffice. avoided by going out for a day's pionic in the morning by the West and returning by the East in the evenium. Besides, very much may be speedily accomplished here by planting shade any sun for nine months past this is hardly a fatal objection. Neither Mr. Dauby or Mr. Leigh think that

any manufacturing sites would be opened up.

point. Those therefore who have such for disposal on this side need not be at all anxious. If manufactories were established on the other side Mr. Leigh considers that the communiontion would be by water, but as Mr. Danby, On the let of the present month the Vicerov | from his Cape d'Aguilar experiences, says, there of Canton received in andience the Portuguese are days and days in the south-west moonsoon

lever been there except on business, and a run I think Mesers. Shewan & Co. could tell us a little alout what they think of a rend to Deep

At the further side of Mulabar Hill, Bombay. where the ground runs down to the banch one may stand, leaning over against the sea breeze, as it comes in with its giant billows. How charming would a somewhat similar sousation be to the tired and jaded Hongkongites during some of the days when junks and cargo boats would all be upon the north side out of the wind for safety. I feel very strongly convinced that the read, upon Mr. Leigh's conditions, agreeing as they do in the main with Mr. Denison, could be made from Belcher's Bay to Aberdeen for loss than half what Mr. Danby says was the estimate furnished to the Government some years ago. Stone and wall work, if obtained at its real cost in Hongkong, and harvellously cheap. But knowledge of the subject is hecessary on the part of employers of labour. If the work should be recommended as a Jubilee memorial it would be well if a Committee of the contributors should co-operate with the Government in carrying out the work. As to an incline of one in lifteen for a mile or a mile and a half out of twenty two, this is a very triding affair, and should not be allowed to mililate against it .- Yours faithfully,

Hongkong, 15th April, 1897.

HINA MUTUAL STEAM NAVIGA-TION CO., LIMITED.

The report for the year ending 31st December. 1896. states:—The net profit, including the balance forward, is £44.552. An interim dividend of 3 per cent, on the preference shares was paid on October 1st, 1896, of £5,020, leaving a sum of £30,539, which it is proposed to apply as follows :- To depreciation, boiler and reserve If this question of delimitation is to be fund (thus raised to £122,199), £28,000; dividend

ernment must be able to convince the dividend of 6 per cent, on the or-Chinese Government upon two important dinary shares (25 paid), £5,020; balance points, which are: (1) That Portugal is not to new account, £1,490 9s. 4d. Considering influenced by territorial ambition and has no the full and regular employment of the whole ulterior intention of extending her jurisdiction of the company's steamers, the net results of in the neighbourhood of Macao; and (2) that the year's working are disappointing. Out-L'ortugal will not permit any territory occupied | wards, cargo has been plentiful, and rates of by her in these latitudes to serve as a base for freights fairly romunerative; but, homewords, operations projudicial to the Chinese revenue owing to keen competition in the latter part or the security and tranquillity of China. It is of the year, freights from the Straits and

TRADE KOUTE TO CHINA.

At the annual meeting of the Associated Chambers of Commerce on the 10th of March Mr. Willans (Leeds) proposed :--"That, in view of the facilities recently

granted to Russia by the Government of China

for the construction of a railway through the

north-eastern part of its dominions, which it is

the intention of that Government to connect

with the present and inture railway system of Northern and Central China, and in view of the prolongation of French railways from Tonkin into the southern provinces of China, sanctioned by a Franco-Chinese Convention and now being carried into execution, this meeting respectfully urges the Secretary of State for Foreign Affairs to take the necessary steps for obtaining like privileges for railways leading from our Burmese possessions to or towards the Chinese frontier, and for securing to this country conformably with the Angle-French Agreement of Jan. 15th, 1896, equal participation in the other special privileges granted to Franco in respect of the Chinese provinces of Yunnan and Szu-chuen by her conventions with China; and that this meeting respectfully urges the Secretary of State for India to impress on the Government of India the importance of a speedy execution of the surveys and estimates of such portions of the projected Burma-Siam-China Railway as lie within our dominions. This meeting would further urge Her Majesty's Government to approach the Government of the King of Siam with the view of that Government taking in hand at an early date and rapidly completing the surveys and estimates for the construction of the Siamese section of this important line. This meeting is of opinion that such action is necessary in order to place us on equal footing in China with Russia and with France. The executive of the Association is, therefore, requested to place the views of this Association before Her Majesty's Government by momorial. He remarked that the great need of railway

communication between Burmah and China

had been perpetually urged, but he regretted to

say that the proposals had been systematically

obstructed by the Government of India. He

was afraid it had simply been a manifestation in that quarter of the policy which they had persistently and consistently maintained of endeavouring, not to promote trade over the frontiers of India, as the Indian Government ought to do, but to oppose any such trade routes as would lay the country more open to access and attack from surrounding regions, He had come to the conclusion that India had been too much regarded by the official classes there as a great preserve of the British Empire for the benefit of those fortunate enough to obtain positions of influence, and it has, un-happily, been the habit of those gentlemen to look down on trade. They had been content to do everything to promote the construction of railways for military purposes—a course to which in itself no objection could be taken but commercial men held that such policy ought not to be allowed to operate to the exclusion of increased trading facilities with surrounding countries. The reply of Lord George Hamilton to the question recently asked by Mr. Schwann on the subject of the proposed railway was not what he should have expected. He ventured to may that the reply whother it represented the views of the Indian Government or not, was worthy only of a second-class attorney. While availing himself of the advantage of the position taken up y Lord Salisbury-namely, that if a strong company could be formed to make the ailway the Government would give it substantial service, the Secretary for India. had ignored the primary service which Chambers of Commerce asked should be performed—a service which every man business would see was essential to the carrying out of any such project. It was not likely that capitalists would undertake to raise the capital for a railway costing, perhaps, from £2,000,000 to £3,000,000 without having first secured proper surveys and estimates and engineers' reports. He considered that was a small request to make, and it was greatly to be regretted that the Indian Government had

been permitted to say to them, "Make your railways first, or show that you have a big financial company ready to do so, and then we will render what help we can. The Chambers of Commerce ought indignantly to protest; against such a reply. It was simply triffing with a great interest (Hear, hear.) In view of the great concessions which had been obtained by Russia and France from China, the Indian Government, as well as the Foreign Office, ought to liave shown some determination to help the commercia community and support British interests in that country. The railway project had been opposed shamefully by the Indian Government. and it was necessary that they should not only ntter a protest, but present a memorial on the question to the Prime Minister (Cheers.)

Mr. Ponks (Birmingham), Ch seconding the resolution, said the Indian Government and the Foreign Office in connection with questions such as that under discussion, had too often adopted a policy of laisess faire. They ought to ask the Government to imitate the Governments of Russia and France who were taking an active interest in commercial matters affecting their respective countries, and make the nocessary surveys for the proposed railway. The resolution was carried unanimously,

For some time there have been rumours with reference to another British Antarotic expedition. It is recognised that the exploration of

THENTSIN A SEAFORT. Owing to the shealing of the river during steady, unwearying, watchful play of young the month of March, Tientsin has again be. Mr. Bellingham, of Dudley, Staffordshire, who come closed to steamers. It has not come as a for upwards of two hours bore on his own surprise to any one, though all cherished a shoulders the responsibility of winning or hope that we might now and then escape during drawing the international match. It was no one season and remain an open seaport more light task for a player whose summers number than in name. Since 1893, when there was no more than 23 to be engaged upon, and, very little trouble, and people began to hope without wishing to be unduly entogistic, it may for better times, large golowns have been built, be said in this column of facts and fancies that now and costly wherees constructed, and land he at any rate has proved himself to be cast in has gone up in value year after year in spite the mould from which calebrities and oft-times of the bad navigation. This apparent anomaly champions come. It is a wonderful game, an can only be explained by assuming that, with old authority I sometimes consult says of: the advent of railways which bring more and chess: A nice and intricate game, in imimore trade to the port, the public has had tation of a battle between two armies. Then dominon sense enough to see that such a follow no fewer than 39 set rules, with three scandalous situation as the silting up of the lengthy applications to some of these. Nuttull Telho has brought about would not be tolerated gives a rather more olaborate definition of the when once those interested perceived that the game, which runs as follows: A scientific grould become the terminus of the steamers pieces, on a board divided into sixtyhad been reached. In order to understand these four squares. The pieces of each player mostions it is necessary to learn what has are differently coloured, and consist of taken place in other countries.

the sea were gaining in importance over those close to the shore, facilities for navigation being the same. The conclusion come to was that while boats of only a few feet draught might be in an unfavourable position to compate with railways, this was not the case if further inland. From that time and up till improving the navigation of rivers for sea-going ships; and, without the experience gained, it seems impossible for any one to understand how it can pay to spend enormous sums of money on the problem of establishing the terminus for sea-going steamers a few miles higher up a river. Wherever there is on important shipping centre, there must also be a large population; and it is evident that the supplies required for a big town will cost less when inland than on the coast, because, in the latter case, it draws them from a half circle only, while inland there is double the area to provide for without increasing the distance. The same argument holds in the matter of goods for export and the distribution of imports. France in the face of very great difficulties, has made Paris a seaport, and raised Rouen to the position of the fourth port; Bel-

the works undertaken with so much success on the river Weser, where it is intended to make Breman (situated about 50 miles from the sea) accessible to the largest sea-going ships. In all these cases it has been a question of . increasing the depth from a few feet up to more than twenty, while all we want is an increase of a couple of foot in the navigable depth of the Peiho, the present want of depth being due, not to natural causes, but mainly to the construction of a network of canals, which could be closed for the sum of some fifty thousand taels. The canals could be opened at high water and during flood, so it is impossible to see how there can be any opposition to this measure. The belief is general that our present Vicercy is favourable to the project, but that he is somewhat timid in taking the initiative. It is, however, urgent that a start be made at once. and as a first step, we suggest that His Excellency appoints officers and invites a representative of the Chamber Commerce and the Commissioner of Customs to formulate a scheme for raising the funds, eto.; this done, the scheme could be submitted to the Tsung-li Yamen and the Foreign Ministers at Peking for approval. If the Chinese manage the affair in this way they will avoid spending more money than necessary; and they may reasonably expect that the foreign will be required towards paying the interest on the loan and maintaining the works. A joint commission of Chinese and foreigners must manage the business; and there is no excuseif the Viveroy is in earnest-why it should not be appointed at once. Our vital interest being at stake, it is uscloss for the Chinese to expect ns to drop the matter, or, without taking other

> SPORT AND ANECDOTE BY AN OLD FOGEY.

and Tientsin Times.

THE REVIVAL OF PEDESTRIANISM. The very welcome fillip given to professional pedestrianism by the series of matches indulged in by Mills, Downer, Bredin, Watkins, Bacon, and one or two other noted foot runners, should be immensely gratifying to all lovers of straightforward sport. Up to the present there has not been so much as a murmur heard as to the genuineness of any of the races in which the runners mentioned have taken part. To northcountrymen the revival ought to prove of especial interest, for it must be to Sheffield, Manchester, Newcastle, Edinburgh, and one or two other centres in the north of England, that the sporting public must look for that enterprise which alone can "keep the pot a-boiling." In one or two quarters I have observed a tendency to place the ex-amateur champions on altogether higher pedestals than those accorded to well-known and recognised "pros." This seems to be a mistake. Not for a moment would anyone desire to rob these now professional champions of an hour of the lustre which clings to their performances in their newer sphere, but it must appeal to ail lovers of fairness that some injustice is being done to Bredin in lumping him together with the men who have had perforce to embrace professionalism for the simple reason that they had been debarred the amateur ranks. We have known Clowery, and Wallace, and Jackson, and Hudson, and Williamson, and Harry Hutchens, and Gent as out and out professional runners. kept and trained for certain purposes. They never came under the ban of the A.A.A. because they never posed in one part while acting an-

other. We all know it is the fashion to worship the rising sun; but the less we hear of the gossip about men who have "honestly and straightforwardly gone ever to professionalism" the better Except in the case of Bredin nothing of the sort has happened, and I am old-fashioned enough to believe that so, long as these lines are drawn between the classes it will be just as it!" I looked at Pauline, and saw her lip well to call a spade a spade. Before leaving this topic, it has occurred to me of late that if a meeting of gontlemen concerned in the future welfare of pedestrianism could be convened at the present juncture, and a few simple rules drawn up for the good government of foot run-ning, a long lease of life might be secured for an always fascinating sport. The proprietors of the principal running grounds in the kingdom would probably be the most fitting body to undertake the work, with some notability at the head to give it tone, if needs be. There can be too much legislation in sporting matters, rs we all know, but the time certainly seems ripe for the inauguration of some such body as I have binted at. HONOURS FOR A YOUNG CHESS PLAYER.

Lovers of that most enthralling of indoorgames, chess, have frequently been entertained during the past few years with such exhibitions of skill as rately fall to the lot of those who have not yet come under its spell. The mar. vellous and almost bewildering play of our own 27, Norw bark India, Jensen, Feb. 2, from champion Mr. Blackburne has provided such Bangkok for Ponto Delgodo. treats as must remain in the memory for a lifetime. Just recently the international 20, from Amsterdam for Batavia. tourney between England and America aroused the enthusiasm of followers of the game from one end of the globe to the other, and when, at the finish of a contest that may yet become from New York for Anjer.

historical the Englishmen had proved victorious 29, British ship Godiva, Trunks Dec. 17, all well-meaning sportsmen felt a bit prouder from New York for Hongkong. of our isle, and readily understood the 30, Ned bark Amicitia, Pronken, Jan 16, enthusiasm with which the result was from Newcastle, N.S.W., for Batavia,

received in the splect circle. In chess columns attention has already been drawn to the

During last century when there was a con- two rooks or castles, and eight pawns. Those siderable extension of the mineral industries, who have once mustered a few of the higher means of cheap transport to the coast ports flights of the game boar eloquent testimony as was sought by means of canals and millions of to the peculiar sway it exercises over its money were spont, resulting in a great re- devotees," and for this reason, more than any affiction in the cost of transport. This state other, probably, I have never felt justified in of affairs lasted until the introduction of following it too closely. At the same time it could compete favourably (in case of the doings of our great masters, and note the prowhile coal and ore continued to be distributed district he noted the promising style of young by boats wherever canals were available and in Bellingham, going so far as to affirm that ere a favourable position. Towards the "sixties," long he would prove himself to be one of Enganew development took place. It was land's foremost chess players Very few, proobserved that those ports which were situated, bably, anticipated that this prediction would on a river at a considerable distance from come so near fulfilment in so short space of time. KEEN V DEORGE.

ships of 8 ft. draught or more could proceed supporter of our games. By supporter in this now millions of pounds have been spent in "gate," or sinews of war. It is a long time gium is ambitious to make Brussels a port; and if England has been able to sell her mineral products so cheaply, it is mostly due to the increased facilities with which ships instant by a youngster like Stout, the Glounow reach the manufacturing centres. In Geron. That there are noteworthy exceptions, no many it is now recognized that, however well one will dony. The great McMillan-and surely railways are managed, and even if goods for export are charged the lowest rates, they cannot compete wherever there are navigable rivers; and in this respect it is very interesting to note and native shipping will each contribute a proportional part of the yearly revenue which I saw Jem Mace in his prime, and a straighter hitter or more skilful boxer I desire never to When he permitted himself to be made an example of by Charlie Mitchell, young enough to be his grandson, I had no particular estimation for the judgment of those who call themselves his friends. No the less we see of the shuttering process of our old-time idols the better shall we be satisfied. steps, endure the present situation.—Peking A STORY OF LADY MARTIN.

stagesthe following little anecdote may interest a few old theatre goers who can recall the many brilliant triumples of Lady Theodore Martin in the early fifties. I came across it the other day amongst others of a similar character in my collection. The author of the story is now a successful and popular writer in various fields. It runs thus .- Mrs. Martin's (at the time this was written Thoodore Martin had not been honoured by Her Most Gracious Majesty with a knighthood) appearance at Stratford carries my mind back to one occasion when I had the happiness of seeing her in London. It

Lyons. I don't think any papers were any the worse because I went to see her, and I know it had been a pleasant memory to me in all the intervening years. She had, I believe, already retired from the stage then, but with that gracious goodness which is part of her character, she came forward on the very eve of her marriage to play for the benefit of a veteran actor, William Farren. There was rather a comical incident that evening. When Paulino is brought home to the cottage—so terrible a contrast to the home of love which Malnotte had pictured to her—and when all her soul finds atterance in the expression, "Oh, that he

The British steamer Kwongsang, from Tientain 9th April, bad light variable winds and 37 calms, with dense for from Heisban Islands,

VESSELS PASSED ANJER

Mar. 24, Ned. str. Prinses Sophie, Scomor, Mar. 24, from Betavia for Amsterdam. from Cebu for Boston. mann, Mar. 2, from Bangkok for Channel. Mar. 6, from Manila for Delaware Breakwater. 1, from New York for Saigon.

critical point-whether Tientsin or Tongku- game played by two parties, with different | 35-2] more costly goods) with boats navigating canals, allowing a draught of only 2 ft. to 4 ft. Railways were built along the course of rivers and canals, taking all the lighter and more expensive goods, that when Mr. Blackbarne was last in the

The contemplated match between J. Keen, the old cyclist, and Walter G. George, the examateur champion runner, will not appeal with any great force, I am afraid, to the modern case I mean the thousands who provide the new since George was able to attract a crowd. and a longer still since Keen's phenomenal nowers awheel sent a crowd delirious with enthusiasm, and, therefore, I am disposed to the rest and leisure they have earned. As a rule. these contests between weather-braten and often ludicrons. We may see the old fire in the fast-dimming eyes for a briefinstant, we may note thoold pose and the old spirit of conquest-these old champions invariably retain most of their outward characteristics—but how often do we hear the exclamation afterwards about the spirit being willing and the flesh weak. Before new it has been my let to gaze upon veteran football players. opposed to some of the younger blood, both at Rugby and the Association game, but the old 'uns have usually caved in long before the end came. Rowland Hill would be no match for Allan at half, H. Vassall would probably find himself hastled off the ball or downed on the cestershire forward. And so one might run

no other adjective could here be applied-Arthur Gould, the Grace brothers (E. M. and W. G.), and that rare type of a sportsman, A. N. Hornby, are merely exceptions that prove the rule. Candidly, no one could be a warmer admirer of these than I am, but I cannot bring myself to believe that either John Keen or W. G. George can emulate the deeds of other days in such a manuor as any of those here enumerated. It is well nigh two years ago since I was an eye-witness of a little sporting affair in which George played a part. An athletic gathering had come to a close, and as the officials lingered on the ground an argument was commenced on the form of present as comparad with former champions, and in a short time a match was made for a wager between the mile record-holder (George) and a comparatively unknown runner, the latter receiving a fairly long start in a mile. Of all the scores of Rates. races I had witnessed George take partin, not one of them gave me the same uncomfortable feeling as did this one. He struggled and struggied again, and really came with a bit of his old dash in the last quarter, but, to use a sporting phrase, he was beaten out of sight, much to his own charrin and the keenest disappointment of his friends. These are events I do not care to gize upon, fun as it may be to some people. There is little probability of either Rates. Keen or George losing much over the suggested match, and it may prove a draw for the public but if I have a wish at all on the subject it is

Turning awhile from the playing field to the

was in 1851, and I was up for my matriculation. There was then a coffee house nearly opposite Somerset House-"Sam's Coffee House"-and there I stayed. The Olympic Theatre was close at hand, and there on the eve of my examination Holen Faucit played Pauline in the Lady of

many moist eyes in the theatre.

would but ask my forgiveness!" there were a One sturdy-looking rustic in the pit was net accustomed evidently to concerd his feeling; he had no shame whatever in the big, scalding tears that coursed each other down his innocent nose and over his rubicand visage, nor in the very audible sobs which burst from him. But the London audience was impatient, and cried out "S-s-s-s-h! S-s-s-s-h! Turn him out! Turn him out!" The poor fellow was indignant. He tried hard to dam the current of his tears with a flaming red cotton pocket-handkerchief with white spots on it; and as to his sobs they only swelled his voice into something like a quiver with an emotion foreign to the part. tuch is the pretty little anecdote concerning one of the last appearances of one of the brightest ornaments that ever adorned the British or any other stage.

SHIPPING REPORTS

26, Amr. ship R. R. Thomes, Nicols, Feb. 29, 26, German ship R C. Rickmors, Wurth-27. Ame. bark . Jennie Harkness. Amsbury, 29. Nod. str. Prins Hendrik, Fortuyn, Feb. 29, Amr. bark Adolph Obrig, Amsbury, Dec. 29, Italian bark Draguette, Razete, Oct. 24,

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Hongkong, 5th March, 1897.

Hongkong, 9th April, 1897.

Hongkong, 3rd April, 1897.

Hongkong, 6th April, 1897.

Hongkong, 6th April, 1897.

Hongkong, 3rd April, 1897.

Hongkong, 26th March, 1897.

Hougkong, 9th January, 1896.

ノ ROOMS, with Beard.

Honokong, 1st January, 1892.

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[\$342], buyers \$125 | 174 % prem. = £1 £5, buyers £8 \$24, sellers £1 \$100, sellers £1 189, sellera \$50 (in liquidation). \$10 \$7½, buyers \$100 5135, sellers \$5 (in Ilquidation)." \$5 \$5, nominal Dairy Farm Co..... Fenwick & Co., Geo.... \$25 |\$30, sales & sellem Green i land Cement... \$10 527, sales & buyers H. & C. Bakery Hongkong & C. Gas . £10 \$110, buyers Hongkong Electric . \$8 |\$8, sides & sellere H. H. L. Tramways . \$100 195, sales & buyers \$50 |388, sales & buyers \$25 \\$100, sellers \$50 |\$65, sales \$50 \$153, buyers \$125 |247 p. ct. prent.,== [\$133.75, buyers \$50 \$185, cales \$20 [\$10]; rellers

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£10 \$47, sales & buyer

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Sales:-160 chests Bengal opium and 15 chests THE WEATHER. CHINA COAST METEOROLOGICAL

REGISTER, 14th APRIL, AT 4 P.M. Take His I is Wind. STATION. - NNE 2° c 30.18%30.23 30.15 Kagoshima ... 30.23 Shanghai..... 29.92 53 93 NNW 4 od Sharp Peak ... 29.97 80.03 Canton 29.92 Hongkong ... 29.93 Victoria Peak 29.93 - ENE 3 Gap Rock Macao 29.94 - EE 1 o 79 85 SE 1 e 29.87 29.92 Bolinao 86 72 N 2 h 29.88 | 91 | 40 | 5E | 3 | c - NE 6 b 1 ... 15th APRIL, AT 10 A.M.

Manila [2485 | Cape S. James ---Wiadivostock) 30.28 | 34 | 59 | NE (2 | b 29.9929.97 — — SW 4 — 20.05 — — SW 4 — 30.11 50 75 NW 3 c Sharp Peak ... 30.10 56 94 E 7 ond Amov 30.10 71 95 Canton 30.00 76 95 30.03 76 84 Horgkong ... Victoria Peak Gap Rock ... 30.02 Haiphong ... 29.90 78 89 88 62 sc 2 b Bolinno 92.95 Cape S. James.

> On the 15th at 11.15 a.m. The depression moving NE. ward is now lying off the W. coast of Japan. An inland area of high pressure advancing towards the H. coast of China. Forcest:—Light to moderate E winds; cloudy, foggy, HONOKONG REGISTER Previous | On date | On date

day 4 p.m. at 10 a.m. at 6 p.m. Barometer Direction of wind Highest open air temperature on the 14th. -Direction of the Wind to two policies. 5—FORCE OF THE WIND to two points.

5—FORCE OF THE WIND according to Benufort Scale.

6—STATE OF THE WEATHER: b, blue sky; c, sletnohed clouds; d, drizzling rain; f. tog; g, gloomy, b, hall; r, lightning; c, overcast; p, passing showers; q, squally; l, lightning; c, overcast; p, passing showers; q, squally; l, lightning; c, overcast; p, passing showers; q, squally; l, lightning; c, etc., thunder; r, visibility; w, they (wet).

PROPERTY in precenting of section ties burnified of

3-How forry in percentage of saturation, the humidity of F. G. FIGG, First Assistant. Hongkong Observatory, 15th April, 1897. MESSAS, FALCONER & Co.'s RECISTER, 15th April. Boroweter 9 A.M., 29.98 Therm. 9 A.M. (Wetbulb) 72 Barometer 1 P.M., 29.91 Therm. 1 P.M. (Wetbulb) 74 Barometer 4 P.M. .. 29.85 Therm. 4 P.M. (Wetbulb) 73 hermom. 9 A.M. . 74 Therm. Maximum 77 Thermom. 1 P.M. .. 77 Therm. Minimum (over-

> HONGKONG TIDE-TABLE. 16th to 22nd April. HIGH WATER. LOW WATER.

Houghous Height. Houghous Height, Pri, 16 m 8 3 4 0 m 2 11 8 43 a 3 11 2 36 a -0 7 8at 17 m 8 39 4 7 m 2 43 -0 1 9 41 a 3 8 3 22 a -1 3 8un, 18 m 9 17 5 1 m 3 12 0 3 Man. 19 m 9 56 5 5 m 3 41 0 Tues. 20 m 19 30 Thurs 22 m 2 9 1 10 m 4 59 1 6 0 0 n b 2 8 0 a -1 9 G. C. ANDERSON,

Ideal observations of 1887 and 1888, as 5.87 feet above zero of the tide gauge at the Kowleen Tidal Observatory, and the Lower water Ordinary Spring Tides, to which datum the height of mean sea-level has been determined, from the KAMBIRA, Brit ship, J. J. Brownall—Meatur, the tide gauge at the Kowleen Tidal Observatory, and the Pour Standard Dil Co.

Standard Dil Co.

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. steamer Coromandel, with the English mail, of the 19th ultimo, left Singapore on Sanday, the 11th instant, at 4 p.m., and may be expected here on Friday, the 16th instant. This Packet brings replies to letters despatched

from Hongkong on the 11th February. _ THE AMERICAN MAIL. The P. M. steamer City of Rio de Janeiro, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 10th instant.
The P. M. steemer Peru, with mails, &c., from San Francisco to the 23rd ultimo, left Yokobama, on the 14th instant for this port, via Inland Sea, Kobe, Nagasaki, and Shanghai. The O. & O. steamer Coptic, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 1st instant.

THE INDIAN MAIL, The steamer Catherine Apear, from Calcutta, left Singapore for this port on the 10th

THE CANADIAN MAIL. The C. P. steamer Empress of India, from Vancouver, &c., arrived at Nagasaki on the 15th instant, at 6 a.m. and will leave at 4 a.m. on the 16th instant, for Hongkong via Shanghai. MERCHANT STEAMERS. The O. R. & N. Pacific steamer Mount Lebanon left Portland, O., on the 7th ultimo. The steamer Monmouthshire left Victoria, B.C. for this port on the 7th instant:

The China Mutual steamer Trenkai, from Glasgow and Liverpeel, passed the Canal on the 30th ultime, and may be considered due at Singapore on or about the 18th instant: The Rickmers' steamer Dorothen Rickmers, from Middlesbro' and Hamburg passed the Canal on the 1st instant, and is due at Singapore on or about the 22nd instant.

The China Mutual steamer Hyson, from Newport, Glasgow, and Liverpool, passed the Canal on the 9th instant, and may be considered due at Singapore on or about the 26th instant. The N. G. I. steamer Letimbro left Bombay for this port on the 9th instant, and is expected here on or about the 29th instant. PASSED THE CANAL.

OUTWARD-2nd March-Gische, Benedich, Orestes, Teucer, Canatse. 5th March-Taishun. 9th March-Turbo. 12th March -Takow, Tancarville. 16th March-Yamaguchi Maru. 19th March-Argyle, Chingro, Socotra. 23rd March Benlomond, Carmarthenshire, Tantalus, Adour, Pectan. 26th March-Benledi. 30th March -Poseidon, Yarra, Eskdale, Glenlochy. Melbridge, 2nd April-Gerda, Oceana, Ulysses, Dorothea, Sunda, 6th April-Glengyle, Cluden, Commonwealth, Hakdto Maru, 9th April-Dordogne, Fajisan. 13th April-Oopack, Prinz Heinrich, Methven Castle.

HOMEWARD-9th April-Canton, Kriemhild, Oceanien, Balmoral, Diomed. 13th April

-Ningchow. POST-OFFICE NOTICES

The Postal Guide for 1896, revised to date will be found in the Chronicle and Directory, P. XIX. This is the only authorised complete Summary of Postal information published in Hongkong.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m. The authorised List of Mails issued in

connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below. A MAIL WILL CLOSE. For Saigon.—Per Toyo Maru, to-day, the 16th inst., at 9.00 A.M. For Singapore, Penang and Calcutta -- Per-

Kutsang, to-day, the 16th inst., at 9.00 A.M. For Swatow and Shanghai.—Per Taisang, to-day, the 16th instant, at 9.00 A.M. For Saigon.—Per Germania, to-day, the 16th inst., at 9.00 A.M. For Macao .- Per Heungshan, to-day, the 16th instant, at $9.00\,$ a.m. For Canton.—Per Fatshan, to-day, the 16th inst., at 9.00 A.M. For Port Darwin, Thursday Island, Cook-

town, Townsville, Brisbane, Sydney and Melbourne.—Per Teinan, to-day, the 16th instant. at 9.00 A.M. For Koba .- Per Penyang, to morrow, the 17th instant, at 9.30 a.m. . For Nagasaki and Wladivostock.-Per Jacob Diedricksen, to morrow, the 17th instant, at

For Amov and Manila, Per Esmeralda, tomorrow, the 17th instant, at 11.30 A.M. For Swatow, Chinking and Hankow -- Per Kiang Nan, to morrow, the 17th instant, at 5.00 р.м. For Nagasaki, Kobe and Yokohama,-Per Omi Maru, to-morrow, the 17th instant, at For Swatow and Bangkok.—Fer Wong Koi.

on Sunday, the 18th instant, at 9.00 A.M. For Port Darwin, Thursday Island, Cooktown. Townsville, Brisbane, Sydney and Melbournes. -Per Changeha, on Tuesday, the 20th instant, at 3,80 p.m. For Kobe and Yokohama. - Per Ariake Maru, on Thursday, the 22nd instant, at 5.00 p.m. For Nagasaki, Kobe, and Yokohama.—Per Verona, on Friday, the 23rd instant at 11.30 A.M. For Thursday Island, Townsville, Brisbane, Sydney and Melbourne.—Per Yamashiro Maru

on Friday, the 23rd instant, at 3.30 P.M. MAILS BY THE BRITISH PACKET The British Contract Packet Thames will be desputched on THURSDAY, the 22nd instant, with Mails for the United Kingdom, Europe, and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India; Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar 8.00 A.M.—Posting of Prices Current and Cir-

culars ceases. $10.00~\mathrm{A.m.-Registry}$ ceases. 10.30 A.M.—Posting of newspapers, books, and patterns ceases, 11.00 A.M.—Mail closes. LATE LETTERS may be posted (from 11.10

A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee. MAILS BY THE UNITED STATES The United States Mail Packet Belgic will

be despatched on THURSDAY, the 22nd inst.,

with mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:--10 A.M. Registry ceases. 11 A.M. Post Offico closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time

AMERICAN SYSTEM ENTISTRY 62, QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF POATE & NOBLE).

of departure.

Hongkong, 6th March, 1896. ING NAM & CO!! JEWELLERY and Best. MANILA CIGARS No. 96. Queen's Road Central.

Hongkoug, 16th February, 1897.

R. J. REMEDIOS. MOREIGN AND COLONIAL STAMP. DEALER, No. 3, WOODLAND TERRACE, HONGKONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED. Liberal Discount Allowed. NOT RESPONSIBLE FOR DEBTS. Neither the Captains, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews

Hongkong Harbour -BRUNEL, Brit. bk., Martin Frampton-Standard Oil Co. HENRY PAILING, Amer. ship, Merriman-

of the following Vessels during their stay in

FROM GLASGOW, LIVERPOOL, AND ***SINGAPORES THE Company's Steamship

"KAISOW" having arrived from the above ports, Consigness of Curgo are hosoby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowleon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before.

All broken; chafed, and damaged goods are to be left in the Godowns, where they will be examined on Monday, the 19th April, at 3 P.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th April will be subject to rent.

Noon on the 19th April, or they will not be

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents. Hougkong, 12th Morch, 1897.

" MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

HE Steamship " MOGUL

FROM NEW YORK AND STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company; at Kowloon, whence and/or from the at Noon.
Wharves delivery may be obtained.
This etc. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining

undelivered after the 20th inst. will be subject to rent. All Claims against the Stormer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be exumined on the 20th inst., at 3 P.M. No Fire Insurance has been effected

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents. Hongkong, 13th April, 1897. "RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES. . FROM MIDDLESS TO. ANTWERP. AND HAMBURG.

THE Company's Steamship

'ELISABETH RICKMERS" having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Co., Limited, Kowleon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be FOR PORT DARWIN, QUEENSLAN sent in to the Office of the Undersigned before PORTS, SYDNEY, AND MELBOURNI Noon on the 19th April or they will not be FITHE Company's Steamship recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

' No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th April will be subject to rent.

examined on the 20th instant, at 3 P.M.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., Hongkong, 13th April, 1897.

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES. CONSIGNEES of Cargo from London ex

Ortigal, from Havre ex Ortigal, from

Bordennx ox Antilles, Pt. Leron Lallier, Verbeckmois, and Ville de Cette in connection with above steamer, are hereby informed that their Goods, with the exception of Opium Tronsure, and Valuables. are being FITHE Steamship landed d stored at their risks into the Godow of the Hongkong and Kowloon Kowleon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. to-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY. the 20th April, will be subject to rent and landing charges. All Claims must be sent in to me on or before

TUESDAY, the 20th instant, or they will not be recognised. All Damaged Packages will be examined on Tuespay, the 20th April, at 3 P.M. No Fire Insurance has been effected

G. DE CHAMPEAUX, Agent. Hongkong, 13th April, 1897.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst. Goods undelivered after the 22nd inst. will be subject to rent. All damaged Goods must

be left in the Godowns where they will be examined at 11 A.M. on the 23rd inst. BUTTERFIELD & SWIRE,

Hongkong, 14th April, 1897.

VESSELS ON THE BERTH FOR NAGASAKI AND WLADI-VOSTOCK. THE German Steamer

"JACOB DIEDERICHSEN," Captain Schlaikier, will be ready to load here on or about the 15th April, for the above ports, and will have quick despatch. For Freight, apply to MELCHERS & CO.

Honekong, 8th April, 1897. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

MHE Company's Steamship "KUTSANG," Captain Gen. Payne, will be despatched above TO-DAY, the 16th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managora. Hongkong, 12th April, 1897. CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE. FITHE Company's Steamship

TSINAN." Captain G. Ramsay, will be despatched TO-DAY, the 16th inst, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered b this Steamer, First Class Salson is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Pro-Visions during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Coinpany to and from Australia are available for roturn; by the steamers of the Eastern and Australian S. S. Co and vice versa: For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 14th April, 1897

VESSELS	ON	THE	BE	RTH
AUSTRIAN	LLOYD	'S B'II	AM]	NAVI-
(Under M.	ION CO	TRACT	MITH T	HE
b'	IAN GO	- 1 (a.c.)		ADD
STEAM, TO			WIN W	OBE
. 11.	# 418 1	Τ. Δ 🏴		

Captain G. Grisogono, will leave for the above places TO-DAY, the lith instant. For Freight or Passage, apply to SANDER & CO. Hongkong, 10th April, 1897, THE CHINA MUTUAL "STEAM NAVI-GATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF Taking Cargo at through rates for Glasgow, Continental Ports, River Plate, &c.) THE Company's Steamship

"OOLONG.' R. Conradi, Commander, will be despatched as above TO-MORROW, the 17th instant, at Noon, instead of as proviously advertised. For Freight. &c., apply to HOLLIDAY, WISE, & CO.,

Hongkong, 16th April, 1897. THE CHINA AND MANILA STEAM: SHIP COMPANY, LIMITED.

AFOR MANILA VIA AMOY. THE Company's Steamship

"ESMERALDA, Captain Taylor, will be despatched for At above port TO-MORROW, the 17th instant This steamer has superior accommodation for Passengers and is litted with Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 14th April, 1897.

JAPAN-AUSTRALIA LINE. MONTHLY SERVICE. (UNDER MAIL CONTRACT.) FOR MAGASAKI, KOBE, AND

NIPPON YUSEN KAISHA.

YOKOHAMA. THE Company's Steamship. "OMI MARU." Captain C. Young, will be despatched for

the above ports on SUNDAY, the 18th inst., This steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly qualified Dootor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 14th April, 1897. CHINA NAVIGATION COMPANY,

LIMITED.

·"CHANGSHA." Captain Williams, will be despatched. TUESDAY, the 20th inst, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated for-Optional Cargo will be forwarded unless notice ward of the Engines. A Refrigerating Chamto the contrary be given before NOON To- ber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S. S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE

Hongkong, 15th April, 1897. FOR SINGAPURE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpool, and Bremen.)

Wharf and Godown Company, Limited, at Captain Ostermann, will be despatched for the above ports on WEDNESDAY, the 21st For Freight or Passage, apply to SIEMSSEN & CO.,

Hongkong, 10th April, 1897. OCCIDENTAL AND ORIENTA STEAMSHIP COMPANY.

TO JAPAN, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU:

PROPOSED SAILINGS FROM HONGKONG. Bergio (via Shanghai.) land See, Yokohams, [22, 1897, at Noon. COPTIC (via Shanghai, Nagasaki, Kobe, Inland [TUEBDAY, May Sea. Yokohama, and 11, 1897, at Noon. GAELIC (via Shanghai, Nagasaki, Koba, Inland (SATURDAY, May-Sea, Yokohama, and 29, 1897, at Noon.

THE Company's Steamship ." BELGIC" will be dispatched for SAN FRANCISCO, via SHANGHAL NAGASAKI, KOBE, INLAND SEA, YOROHAMA. HONOLULU on THURSDAY, the 22nd APRIL, 1897, at NOON.

Steamers of this line pass through the IN LAND SEA OF JAPAN and call at HONO-LULU and passengers are allowed to break their journey at any point on route.

Through Passenger Tickets granted to England. France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

ing at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

Europe. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day provious to sailing.

Consular Invoices to accompany Cargo deshined to points beyond Son Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Costoms.

San Francisco. For further information as to Freight or Passage apply to the Agency of the Company,

No. 7, Praya Contral. J. S. VAN BUREN Agent. Hongkong, 3rd April, 1897.

TESTINATION,	vessel's name.	PLAG & RIG.	CAPTAIN,	VOB FREIGHT APPLY TO	TO 33 DESPATORED.
LONDON, &c	Thumes	Brit our.	Nantos	P. & O. S. N. Co	On 22nd inst, at Noon.
LONDON	Candia	Brit. atr.	Wright, R.N.R.	P. & O. S. N. Co	About 16th inst.
LONDON	Japan	Brit. etr.	Leigh	P. & O. S. N. Co.	About 29th inst.
LONDON VIA SUEZ-GANAL	Glaucus	Brit. str.	Barwise	Butterfield & Swire	On 21st inst., at 4 P.M.
LONDON VIL STRAITS, &c	Oolong	Brit. str.	Conradi	Holliday Wise & Co	To-morrow, at Noon.
BREMEN VIA POBIS OF CALL	Bayora	Gor, str.	Heintze	Meioners & Co	On 27th inst., at 9 A.M.
LONDON & ANTWERP, &c	Riojun Maru		Томивена	Nippon Yusan Kaisha	On 29th inst., at 4.P.M.
MARSEILLES VIA SLIGON, ETC	Salazio	Fren str	Paul	Messageries Maritimes	On 28th inst, at Noon.
VANCOUVER, v. Shanghai, &c	Empress of India	Brit. str	Marshall, L.N.R.	Canadian Pacific R. Co	On 28th inst., at Noon.
VICTORIA, B.C., &c., V. YHAMA	Mount Lebauon	Brit. str.	4 m h . g \ 9 m q m en 5 p 4 m p m an 4	Dodwell, Carlill & Co	On 25th inst.
PACIFIC COAST, CANADA, & U.S.	Hupeh	Brit. etr.	14 91914-1191411111-214	Canadian Pacific B. Co	About 24th inst.
SAN FRANCISCO VIA SHANGHAI		Brit. str	*** *** *** *** ***	0. & 0. S. S. Co	On 22nd inst., at Noon.
SAN FRANCISCO VIA S'HAL &c.	Peru	Amer str	and representation that the	P. M. S. S. Co	On 1st May, at Noon. On or about 28th inst.
SAN FRANCISCO VIA KOBE, &C.	Glenavon	Brit. str.	and the second second	Paoific Mail S. S. Co	Quick despatch.
SAN FRANCISCO	Falls of Dee	Brit. sh.	Leok	Shewan Tomes & Co.	Quick despatch.
NEW YORK VIA SUBECANAL	Heamchr	Brit. str	Boutillier	Gibb, Livingston & Co	To-day, at 3 P.M.
SYDNEY, MELBOURNE, &c	Tainan	Brit. Hr.	Ramsay	Nippon Yusen Kaisha	On 23rd April, at 4 P.M
SYDNEY, MELBOURNE, &c	Yamashire Maru	Jap, str.	Jones, in the second	Butterfield & Swire	On 20th inst., at 4 P.M.
SYDNEY, MELEOURNE, &c	Circugsha	Brit. str.	Williams	Gibb, Livingston & Co	On 22nd inst., at 3 P.M.
SYDNEY, MELBOURNE, &o	Austrolian	Brit. str.	Helms	Siemssen & Co	On 1st May.
S'PORE, HAVRE, HAMBURO, &c	Hertha	Ger. str	Hildebrandt	Siemssen & Co.	On 21st inst.
SINGAPORE, HAVRE & HAUBURG	Erato	Ger. str.	Ostermann	Jardine Matheson & Co.	
STRAITS & CALCUTTA	Kutsang	Brit. str	Payne	P. & O. S. N. Co.	On 23rd inst., at Noon,
Y'HAMA VIA NAGASARI & KODE		Brit. str	Paine, E.N.R.	P. & O. S. N. Co.	About 22nd inst.
Y'HAMA v. S'HAI, N'SARI, & KOBE.	Socotra Ariako Maru	Brit. str. Jap. etr.	Ashi	Mitsui Bussan Kaisha	On 23rd inst., Daylight
KOBE & YOKOHAMA	1 / _ / 1			Nippon Yuseu Kaisha	On 18th inst., Daylight.
NAGASAKI, KOBE & Y'HAMA	Omi Maru	Jap. str.	Soblaikier	Melchers & Co.	· · · · · · · · · · · · · · · · · · ·
NAGASAKIA WLADIVOSTOCK	Gisələ	Ger. str.	Grisogono	Sander & Co.	To-day.
SHANGHAI & KUBE	Coromandel	Aust. str	Seymour	P. & O. S. N. Co.	About 17th inst.
SHANGHAI MANILA VIA AMOY		Brit. str.	. <u>— </u>	Colours of a first transport of the first of the first of	To-morrow, at Noon.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

TO SAIL ON STEAMERS YOKOHAMA VIA S'RKI. (SOCOTRA) About 22nd) For Freight. NAGASARI, & KOBE J. Poine, R.N.E. Apr. through the INLAND SEA: YOKOHAMA, VIA NA- (VERONA | Noon, 23rd) Freight or Passage. (Passing GASAKI & KOBE ... (C.H.S.Tocque, B.N.B.) Apr. ... through the INLAND SEA. For Further Particulars, apply to H. A. RITCHIE, Superintendent.

CANADIAN PACIFIC RAILWAY COY:

ROYAL MAIL STEAMSHIP LINE: THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, IBC.

PUNCTUALITY. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) EMPRESS OF INDIA....Comdr. O. P. Marshall, B.N.B. ... WEDNESDAY, 28th April, 1897 EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.B. WEDNESDAY, 19th May, 1897 EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.B..... WEDNESDAY, 9th June, 1897

THIRE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN. COUVER in 12 DAYS, saving THEEE DAYS to a WEEK in the Trans-Pacific sourney (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RATLWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans. Atlantic-Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUNDTHE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionarios, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of this Company's rente embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 8th April, 1897.

Hongkong, 10th April, 1897,

C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Bantf, including Berth in Sleeping Car, and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions into the Rocky Mountains.

BANFF.—This popular resort, charmingly situated amongst the Peak and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot TAKING CARGO AND PASSENGERS | Salphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing bonts and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable.

> VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY FOR LONDON VIA SUEZ CANAL. HE Company's Steamship

"GLAUCUS," Nagasaki, Kobe, In- Thuesday, April Captain Barwise, will be despatched as above For Freight or Passage, apply to BUTTERFIELD & SWIRE,

on WEDNESDAY, the 21st inst., at 4 P.M. Hongkong, 16th April, 1897.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES. VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Inferior and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE. HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Alegnificent Scenery. of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK routs. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225 Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS PROM HONGRONG. (Subject to Alteration).

MOUNT LEBANON | 2,410 | Sunday ... | April 25 PATHAN 2,709 | Tuesday ... | May 4 TACOMA 2,549 Tuesday . | May 25 Passengers who have paid full fare, re-embark - VICTORIA | 3,167 | Tuesday ... | June 15 OLYMPIA 2.608 | Tuesday ... | July PATHAN 2,709 Tuesday ... July 27

THE Steamship "MOUNT LEBANON" sailing on SUNDAY, the 25th instant, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via Japan Ports (KOBE and YOKOHAMA).

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 r.m. on the day previous to For further information as to Passage Freight, apply to DODWELL, CARLILL & CO.,

Hongkong, 16th April, 1897.

General Agents.

VESSELS ON THE BERTH NORDDEUTSCHER LLOYD. NOTICE. STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC TORTS,

LONDON, NEW YORK, BOSTON, BA TIMORE NEW ORLEANS. GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPA PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGRONG.

(SUBJECT TO ALTERATION) BARREN Tuesday ... 27th April. PRINZ HEINBIEH ... | Tuesday ... | 25th May. PREUSSEN Tuesday 122nd June Tuesday 20th July, SACHSEN BATEEN Tuesday ... 17th Aug. PRINZ HUINRICH .. | Tuesday ... | 14th Sep. Tuesday ... | 12th Oot. PREUSSEN SACHEER Tuesday ... | 9th Nov. Tnesday ... | 7th Dec. BAYELN. PRINZ HEINBICH Tuesday 4th Jan.

ON TUESDAY, the 27th day of April, 1897, at 9 a.m. the Company's Steamship BAYERN," Captain R. Hemtze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALL-ING at NAPLES and GENOA. Shipping Orders will be granted till NOON Diplometie, and Civil Services, to European Monday, the 26th April, and Parcels will be received at the Agency's Office until Noon. on Monday, the 28th April Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Monsurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board. For further Particulars, apply to MELCHERS & CO., Agents. Hongkeig, 5th April, 1897.

"BEN" LINE OF STEAMERS.

FUR NEW YORK VIA SUEZ CANAL.

HHE Steamship "BENMOHR," Captain Boutillier, due here about end of the present month, will have quick despatch. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hangkong, 8th April, 1897.

MEDITERRANEAN PORTS. PLYMOUTH, AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA. PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

TE HE Steamship

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA.

INDIA, ADEN, EGYPT,...

Captain W. J. Nantes, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 22nd APRIL, at Noon, taking Passengers and Cargo or the above Ports. Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer pro-Parcols will be received to this Office until

4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to

Superintendent. Hongkong, 9th April, 1897. NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE MONTHLY SERVICE

FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES. THE Company's Steamship "RIOJUN MARU,"

Captain Townsend, will be despatched as above on THURSDAY, the 29th April, at 4 P.M. For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 12th April, 1897. FOR SINGAPORE, HAVRP, HAMBURG

AND LONDON. (Calling at Naples for landing Passengers if sufficient inducement offers). (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, and BREMEN). THE Steamship

"HERTHA." Captain Th. Hildebrandt, will be despatched for the above ports on SATURDAY, the 1st This Steamer has superior accommodation

for First and Second Class Passengers and carries a Doctor and a Stewardess. For Freight or Passage, apply to Sidmisen & Co., Hongkong, 10th April, 1807.

PACIFIC MAIL STEAMSHIP COMPANY. VIA INLAND SEA OF JAPAN AND

U.S. MAIL LINE.

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. ERU (via Shanghai.) Nagasaki, Kobe, Inland | SATURDAY, May 1 1897, at Noox. Sea. Yokohama, and (Honolulu)

TITY OF RIODE JAN-EIRO (via Shanghai, THURSDAY, May Nagasaki, Kobe, Inland 30, 1897, at Noon. Sea, and Yokohama) ... CITY OF PERING (via) Shanghai, /Nagasaki, Tunspar, Jano 8 Kobe, Inland Sea, 1397, at NOON. Yokohama, and Hono-

PINE U. S. Mail Steemship "PERU will be despatched for SAN FRAN CISCO VIA SHANGHAL NAGASAKI KOBE, INLAND SEA, YOKOHAMA, and HONOLULU; on SATURDAY, the 1st May, 1897, at Noon, taking Passengers and Freight for Japan, the United States,

and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlanti lines of steamers, and to the principal cities of the United States or Canada. Rates may be ob-tained on application.

Passengers holding through URDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC. CENTRAL PACIFIC UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVER LAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, DENVER AND RIO GRANDE and other direct connecting Railways and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to

on Saturday, the 24th April Cargo and officials in service of China and Japan, and to Specie will be received on Board until 5 P.M. on Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Porta, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway; to Havana, Trinidad, and Demerara, and to porte

Missionaries, members of the Naval, Military,

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

No. 7, Praya Central.

Horykong 14th April, 1897.

TO VESSELS ON THE BERTH eastern and australian steam. BHIP COMPANY, LIMITED.

FOR SYDNEY AND MEDBOURNE (Calling at PORT DARWIN and QUEENSIAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEA-LAND, &c.)

HE Steamship

"AUSTRALIAN,"" Captain Helms, will be despatched for the above Ports on THURSDAY, the 22nd inst., This well-known Stoamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ico, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon N.B.—Return Tickets issued by this Company to and from Australia are available for roturn by the steamers of the China Navigation

Company and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Hongkong, 12th April, 1897.

NIPPON YUSEN-KAISHA.

JAPAN-AUSTRALIA LINE. MONTHLY SERVICE. (Under MAIL CONTRACT).

FOR THURSDAY ISLAND, TOWNS-VILLE BRISBANE, SYDNEY, AND MELBOURNE. HE Company's Steamship "YAMASHIRO MARU," Captain J. Jones, will be despatched for the

above ports on FRIDAY, the 23rd April, at This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly qualified Doctor and a European Stewardess pro carried. . . . For Freight or Passage, apply to NIPPON YUSEN KATSHA.

Hongkong, 5th April, 1897. FOR KOBE AND YOKOKAMA. HE Company's Steamship

"ARIAKE MARU." ceeding direct to Marseilles and London; other | Captain S. Asai, will be despatched for the cargo for London, &c., will be conveyed via bove ports on FRIDAY, the 23rd instant, at DAYLIGHT. For Freight, apply to .
THE MITSUI BUSSAN KAISHA. Hongkoug, 10th April, 1897.

PACIFIC MAIL STEAMSHIP COMPANY: NOTICE.

FITHE P. M. S. S. Co.'s Chartered Steamship "GLENAVON" will be despatched for SAN FRANCISCO vis KOBE and YOKOHAMA on or about the 28th instant.

J. S. VAN BUREN.

For Freight, apply to

Hongkong, 14th April, 1897. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR BATAVI SAIGON. SINGAPORE. COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER RANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTSOF BRAZIL AND RIVER PLATE.

N WEDNESDAY, the 28th inst., at Noon, the Company's Steamship "SALAZIE," Captain Paul, with Mails Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with the S.S. "VILLE DE LA CIOTAT." which vessel takes on her passengers and mails, leaving that port on the 9th May, direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for Lonplaces of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 27th inst. (Parcels are not to be sent on board : they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Com-

G. DE CHAMPEAUX. Hongkong, 15th April, 1897.

oany's Office.

NATAL LINE OF STEAMERS. THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Arrica, in connection with Indo-OHINA STEAM NAVIGATION Co.'s fortnightly service honce to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. During the TEA SEASON the following DIRECT STEAMERS will load, commencing

at FOOCHOW, viz: PONGOLA, 15th June and 1st Oct. CONGELLA, 25th July and 5th Dec. For freight and further particulars,

apply to DODWELL, CARLILL & Co., General Agents for China and Japan. Hengkong, 1st February, 1897.

FALLS OF DEE." and will have quick despatch. For Freight, apply to SHEWAN, TOMES & CO.

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THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

1897

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1868; Peking 1880; Immigration, 1894. Germany :- Tientsin, 1861; Peking, 1880. Japan :- Shimoneseki, 1895; Linotung Convention, 1895; Commercial, 1896; Now_ Ports, 1896. Portugal, Russia, Russian Land Trade. TREATIES WITH JAPAN. Great Britain, 1858; Trade Convention, 1866; United States Extradition Troaty, 1886; Great Britain 1894; Duties Convention, 1895,

TREATIES WITH COREA Japan, 1876; Japan Supplementary 1876 United States, 1882; Great Britain, 1883. TREATIES WITH SIAM Great Britain, 1856; France, 1893. Great Britain and France, Slamese Frontier CUSTOMS TARIFIS TRADE REGULATIONS

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SHANGHAI Mesers Kelly & Walsh TIENTSIN ... Messra H. Blow & Co. NAGARAKI ... Mr. A. Norman. KOBE-OBARA" Hiogo News" Company, Ld. YOKOHAMA ... Messor, Kelly & Walsh Hongkong Daily Press Office, January, 1897.

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Hongkong, 4th February, 1897. The CHRONICLE and DIRECTORY, al-

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